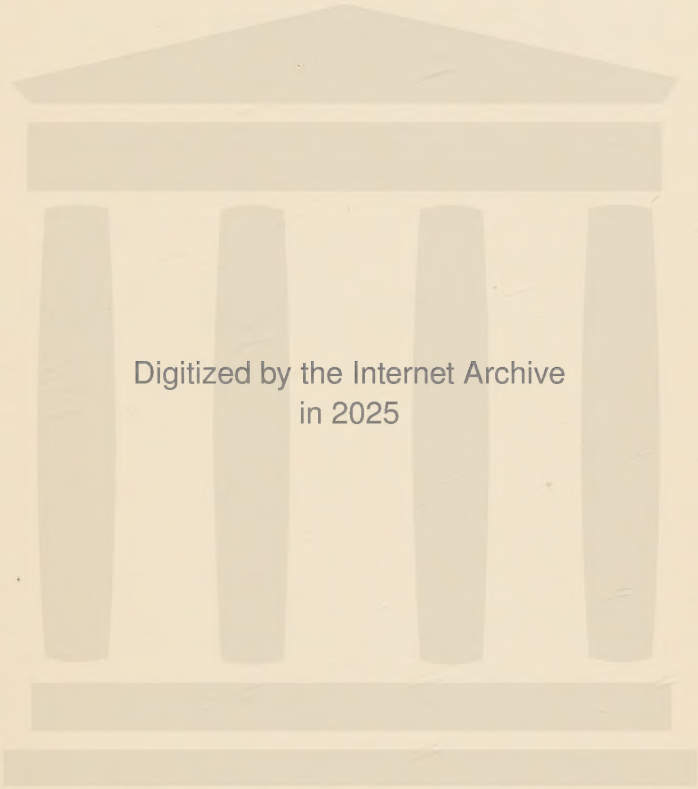
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PUBLIC DOCUMENT . . . . . No. 14.

Commonwealth of Massachusetts.

THIRTY-FIRST ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1900.

BOSTON:
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1900.

Commonwealth of Massachusetts.

RAILROAD COMMISSIONERS.

JAMES F. JACKSON, Fall River, *Chairman*, . Term expires July 1, 1900.
GEORGE W. BISHOP, Newtonville, . . Term expires July 1, 1901.
HERSEY B. GOODWIN, Cambridge, . . Term expires July 1, 1902.

WILLIAM A. CRAFTS, Boston, *Clerk*.
FRED E. JONES, Brookline, *Accountant*.
GEORGE F. SWAIN, Boston, *Bridge Engineer*.
WILLIAM J. MCCULLOUGH, Boston, *Assistant Clerk*.

RAILROAD INSPECTORS.

DANIEL M. WHEELER, Worcester, . . Term expires October 1, 1900.
GRAFTON UPTON, Everett, ... Term expires October 1, 1902.
CHARLES E. PAIGE, Lowell, ... Term expires October 1, 1901.

OFFICE, NO. 20 BEACON STREET, BOSTON.

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COMMISSIONERS' REPORT.

Part 1.

RAILROAD CORPORATIONS.

Commonwealth of Massachusetts.

The Board of Railroad Commissioners respectfully submits its Thirty-first Annual Report.

Massachusetts Railroad Corporations.

Forty-six railroad corporations (the same number as in the last report), whose roads are located wholly or in part within the limits of this State, have made the annual returns required by law for the year ending June 30, 1899.

Of the forty-six corporations making returns as above, only eleven were engaged in actual railroad operation. A portion of these eleven companies also operated under lease or contract the roads of the other thirty-five companies. Four of the eleven operating companies — the Boston & Albany, Boston & Maine, Fitchburg, and New York, New Haven & Hartford — operated over 97 per cent of the railroad mileage, and conducted nearly 99 per cent of the entire passenger and freight traffic, covered by this report.

Railroad Mileage.

There was a net increase the last year of .880 of a mile in the length of railroad line located in this State. The new railroad line constructed was connecting tracks between various divisions of the roads.

An addition of 1.480 miles of second main track, .990 of a mile of third main track, .990 of a mile of fourth main track, and 21.240 miles of side track was also made to the existing roads within the State.

There are now in Massachusetts 2,108.510 miles of main and branch railroad line. There are besides 926.627 miles of second, third and fourth main track, and 1,326.957 miles of side track — making the total length of railroad track within the

State 4,362.094 miles. The following table gives the length of railroad line and track in this State, June 30, 1899, as compared with the previous year: —

Railroad Mileage in Massachusetts, 1898 and 1899.

RAILROAD MILEAGE.	1898.	1899.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	2,107.630	2,108.510	.880
Length of second track, . . .	859.127	860.607	1.480
Length of third track, . . .	35.370	36.360	.990
Length of fourth track, . . .	28.670	29.660	.990
Length of side track, . . .	1,305.717	1,326.957	21.240
Total, reckoned as single track,	4,336.514	4,362.094	25.580

Mileage Owned.

The total length of railroad line *owned* by the Massachusetts companies *in* and *out* of the State, is 3,665.440 miles; and the total length of railroad track so owned, is 7,229.784 miles. The miles of main and branch line, of second, third and fourth main track, and of side track, owned June 30, 1899, and the increase over the previous year, are stated in the following table: —

Mileage Owned by Massachusetts Companies, 1898 and 1899.

MILEAGE OWNED.	1898.	1899.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	3,612.210	3,665.440	53.230
Length of second track, . . .	1,278.527	1,287.207	8.680
Length of third track, . . .	94.030	95.980	1.950
Length of fourth track, . . .	87.330	89.280	1.950
Length of side track, . . .	2,057.597	2,091.877	34.280
Total, reckoned as single track,	7,129.694	7,229.784	100.090

Mileage Operated.

The length of railroad line *operated* by the Massachusetts companies, *within* and *without* the State, including roads operated under lease or contract as well as roads owned, is 4,803.240

miles; and the total length of track so operated, is 8,934.884 miles — as shown in detail, with the increase for the year, in the next table: —

Mileage Operated by Massachusetts Companies, 1898 and 1899.

MILEAGE OPERATED.	1898.	1899.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	4,747.650	4,803.240	55.590
Length of second track, . . .	1,364.367	1,364.977	.610
Length of third track, . . .	108.660	111.030	2.370
Length of fourth track, . . .	100.610	102.980	2.370
Length of side track, . . .	2,507.287	2,552.657	45.370
Total, reckoned as single track,	8,828.574	8,934.884	106.310

A comparison of the foregoing tables will show that of the 3,665 miles of railroad line *owned* by Massachusetts companies, 1,556 miles are outside the State; and of the 4,803 miles *operated*, 2,694 miles are outside the State. In other words, about two-fifths of the total mileage *owned*, and more than one-half of the total mileage *operated*, by the companies whose business is covered by this report, are located in other States.

Cost and Capital Investment per Mile.

The roads of the Massachusetts companies are all of the standard gauge of four feet eight and one-half inches, with the exception of three roads whose gauge is three feet. The aggregate length of the narrow-gauge roads is 46.70 miles, of which 29.92 miles are located in this State.

The average cost of construction of standard-gauge road, as it stands on the books of the companies, is $78,615.73 per mile of road owned, and the average cost of equipment is approximately $7,842.56 — making together $86,458.29 per mile. The average cost of construction of narrow-gauge road is $40,803.55 per mile, with $6,052.63 for equipment — or a total of $46,856.18 per mile.

In reckoning or comparing cost per mile, the length of second, third and fourth main track should be taken into account. The following table gives the average cost of construction and of

equipment per mile of *road* owned, and also per mile of *main track* owned, including the cost but not the length of side track, for roads of each class, as returned by the companies at the close of the last two years : —

Cost of Construction and Equipment, June 30, 1898 and 1899.

CONSTRUCTION AND EQUIPMENT.	PER MILE OF ROAD.		PER MILE OF MAIN TRACK.	
	1898.	1899.	1898.	1899.
Standard-Gauge Roads.				
Cost of construction, .	$79,206 71	$78,615 73	$56,303 45	$55,983 13
Cost of equipment, .	8,017 14	7,842 56	5,698 92	5,584 77
Totals, . . .	$87,223 85	$86,458 29	$62,002 37	$61,567 90
Narrow-Gauge Roads.				
Cost of construction, .	$40,803 55	$40,803 55	$33,906 15	$33,906 15
Cost of equipment, .	6,052 63	6,052 63	5,029 50	5,029 50
Totals, . . .	$46,856 18	$46,856 18	$38,935 65	$38,935 65

In the next table the cost of construction and equipment, and also the *capital investment* (amount of outstanding capital stock and net debt), per mile of road and per mile of main track, are given for each of the four leading standard-gauge roads, as ascertained from the returns of the companies owning the same, June 30, 1899 : —

Cost and Capital Investment per Mile (Four Roads).

RAILROADS.	PER MILE OF ROAD.		PER MILE OF MAIN TRACK.	
	Construction and Equipment.	Capital Investment.	Construction and Equipment.	Capital Investment.
Boston & Albany, . .	$97,767	$104,589	$53,646	$57,390
Boston & Maine, . . .	97,025	116,854	68,858	82,931
Fitchburg, ...	111,281	118,326	87,012	92,520
N. Y., N. H. & Hartford, .	131,798	151,050*	74,061	84,878*
Averages, . . .	$110,993	$124,780	$70,866	$79,669

* Not including capital stock issued in exchange for stocks of leased lines.

Assets and Liabilities.

The gross assets of the companies, June 30, 1899, were $400,265,131.78. The several classes of assets, and the increase or decrease in each class as compared with 1898, appear in the following table: —

Gross Assets, June 30, 1898 and 1899.

ASSETS.	1898.	1899.	Increase.
Construction,	$284,317,836	$286,395,399	$2,077,563
Equipment,	28,867,843	28,662,843	205,000*
Lands and buildings,	2,863,573	3,222,206	358,633
Stocks in other companies,	27,530,441	31,199,618	3,669,177
Bonds of other companies,	5,394,548	6,669,318	1,274,770
Other permanent property,	2,035,527	2,035,527	–
Cash and current assets,	19,915,838	23,543,288	3,627,450
Miscellaneous assets,	19,396,558	18,536,933	859,625*
Gross Assets,	$390,322,164	$400,265,132	$9,942,968

* Decrease.

The gross liabilities at the same date, including capital stock but excluding sinking and other special funds, were $375,363,692.93. The several kinds of liabilities, and the amount of each as compared with 1898, are shown in the next table: —

Gross Liabilities, June 30, 1898 and 1899.

LIABILITIES.	1898.	1899.	Increase.
Capital stock,	$205,766,507	$213,255,282	$7,488,775
Funded debt,	140,554,407	138,001,534	2,552,873*
Real estate mortgages,	1,261,300	858,300	403,000*
Current liabilities,	16,762,983	19,860,674	3,097,691
Accrued liabilities,	3,334,329	3,387,903	53,574
Gross Liabilities, †	$367,679,526	$375,363,693	$7,684,167
Surplus,	22,642,638	24,901,439	2,258,801
Sinking and special funds,	4,203,819	5,168,243	964,424

* Decrease. † Exclusive of sinking and other special funds.

A comparison of the foregoing tables shows that there was a gain over the previous year of $9,942,968 in gross assets, and an increase of $7,684,167 in gross liabilities, — a balance of $2,258,801 in favor of assets, enlarging by that amount the aggregate surplus of the companies.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are given in the table below : —

Gross Assets, Liabilities and Surplus for Ten Years, 1890–1899.

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Per Cent Surplus to Capital.
1890, . . .	$292,008,967	$279,164,416	$12,844,551	**8.17**
1891, . . .	301,185,709	289,530,588	11,655,121	**7.35**
1892, . . .	307,634,377	295,157,876	12,476,501	**7.15**
1893, . . .	334,724,845	320,551,032	14,173,813	**7.60**
1894, . . .	353,362,317	342,060,944	11,301,373	**5.89**
1895, . . .	360,639,658	346,739,520	13,900,138	**7.18**
1896, . . .	380,502,835	363,623,710	16,879,124	**8.23**
1897, . . .	385,439,818	367,353,742	18,086,076	**8.78**
1898, . . .	390,322,164	367,679,526	22,642,638	**11.01**
1899, . . .	400,265,132	375,363,693	24,901,439	**11.68**
Averages, . .	$350,608,582	$334,722,505	$15,886,077	**8.40**

Income and Expenditures.

The total income of the companies from all sources, for the year ending June 30, 1899, was $83,510,682.05, and the total expenditures, including dividends paid, were $82,855,800.93 — showing a net surplus for the year of $654,881.12 to be added to surplus account.

The sources of total income, and the amount derived from each source as compared with the previous year, were as follows : —

Total Income, 1898 and 1899.

INCOME.	1898.	1899.	Increase.
Gross earnings from operation, .	$73,599,534	$75,430,061	$1,830,527
Rentals from lease of road, .	5,866,256	6,902,718	1,036,462
Income from other sources, .	1,340,617	1,177,903	162,714*
Total Income, . . .	$80,806,407	$83,510,682	$2,704,275

* Decrease.

The items of total expenditure, with the surplus for the year, and the increase or decrease in each item as compared with the previous year, are shown in the following table : —

Total Expenditures, 1898 and 1899.

EXPENDITURES.	1898.	1899.	Increase.
Expenses of operation,	$50,890,883	$51,490,351	$599,468
Interest on debt and loans,	6,398,334	6,321,273	77,061*
Taxes,	4,014,267	4,389,403	375,136
Rentals of leased roads,	7,523,914	8,366,944	843,030
Other charges on income,	155,183	144,081	11,102*
Dividends paid,	11,599,462	12,143,749	544,287
Total Expenditures,	$80,582,043	$82,855,801	$2,273,758
Surplus for the year,	224,364	654,881	430,517

* Decrease.

Capital Stock and Dividends.

The aggregate capital stock of the forty-six Massachusetts corporations, June 30, 1899, was $213,255,282.35 — a net increase of $7,488,775.00 over the previous year, resulting from additions in the case of the following companies : —

Additions : —	
Boston & Maine,	$480,575 00
New York, New Haven & Hartford,	7,008,200 00
Total increase of capital stock,	$7,488,775 00

Issue of Capital Stock Authorized by the Board.

On May 29, 1899, the Board authorized and approved, under chapter 462 of the Acts of 1894, an issue of capital stock by the Boston & Maine Railroad, amounting to $480,187.50.

Dividends.

The total amount of cash dividends declared the last year was $12,143,749.00 — an increase of $544,286.50 over the previous year. Thirty-four of the forty-six corporations declared dividends varying in rate from 1 to 10 per cent, and twelve paid no dividends.

Four companies paid 10 per cent; three paid 9 per cent; four paid 8 per cent; four paid 7 per cent; six paid 6 per

cent; one paid 5 per cent; two paid 4½ per cent; two paid 4 per cent; one paid 4 per cent on preferred and nothing on common stock; one paid 3 per cent; one paid 3 per cent on preferred and nothing on common stock; two paid 2 per cent; one paid 1½ per cent on preferred and nothing on common stock; and two paid 1 per cent.

The amount of the capital stock of the thirty-four dividend-paying companies, was $211,819,242.33,* on which the average rate of dividend was 5.73 per cent. The amount of the capital stock of the twelve companies paying no dividends, was $1,436,040.02. Including the latter, the average dividend on the whole amount of capital stock outstanding at the end of the year, was 5.69 per cent.

The following table gives the total capital stock outstanding at the end of the year; the net income available for dividends (after paying all expenses, interest, taxes, rentals and other charges); the amount of cash dividends declared; and the average percentage of dividends to total capital stock, for each of the last ten years: —

Capital Stock, Net Income and Dividends, 1890–1899.

YEARS.	Capital Stock.	Net Divisible Income.	Dividends Declared.	Percentage to Total Capital Stock.
1890, . . .	$157,243,516	$10,730,078	$8,450,560	5.37
1891, . . .	158,488,426	9,629,807	9,013,517	5.69
1892, . . .	174,513,552	10,168,031	9,529,575	5.46
1893, . . .	186,440,423	12,060,502	10,832,400	5.81
1894, . . .	191,892,697	9,380,969	11,204,530	5.84
1895, . . .	193,506,847	11,326,019	11,364,565	5.87
1896, . . .	205,105,977	11,625,746	11,260,994	5.49
1897, . . .	205,671,652	11,467,847	11,522,998	5.60
1898, . . .	205,766,507	11,823,827	11,599,462	5.64
1899, . . .	213,255,282	12,798,630	12,143,749	5.69
Averages, .	$189,188,488	$11,101,146	$10,692,235	5.65

* Including common stock on which, in the case of three of these companies, no dividend was paid.

Funded and Floating Debt.

The aggregate funded debt of the companies, June 30, 1899, was $138,001,533.61 — a decrease of $2,552,873.30 from the previous year, resulting from additions and deductions in the case of the following companies: —

Additions: —	
Hoosac Tunnel & Wilmington,	$20,000 00
Total additions to funded debt,	$20,000 00
Deductions: —	
Boston & Lowell,	$14,900 00
Boston & Maine,	86,973 30
Chatham,	1,000 00
Fitchburg,	1,207,000 00
New York, New Haven & Hartford,	1,261,000 00
Old Colony,	2,000 00
Total deductions from funded debt,	$2,572,873 30
Net decrease of funded debt,	$2,552,873 30

Issue of Bonds Authorized by the Board.

On January 12, 1899, the Board authorized and approved, under chapter 462 of the Acts of 1894, an issue of bonds by the Boston & Lowell Railroad Corporation, amounting to $620,000.00 for the purpose of refunding existing bonds.

Unfunded Debt.

The amount of real estate mortgages outstanding June 30, 1899, was $858,300.00 — a decrease of $403,000.00 from the previous year.

The total unfunded debt, including the above mortgages, was $24,106,876.97 — an increase of $2,748,265.02 over the previous year.

The gross debt, funded and unfunded, was $162,108,410.58 — an increase of $195,391.72.

The net debt (the gross debt less $23,543,288.48 of cash and current assets) was $138,565,122.10 — a decrease of $3,432,-

058.72. In computing the net debt, the sum of $18,536,933.39 returned under the head of "miscellaneous assets," covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt and net debt, for each of the last ten years, are shown in the following table: —

Funded, Unfunded, Gross and Net Debt, 1890–1899.

YEARS.	Funded Debt.	Unfunded Debt.*	Gross Debt.	Net Debt.†
1890, . . .	$102,718,868	$19,202,031	$121,920,899	$104,715,045
1891, . . .	106,158,021	24,884,141	131,042,162	112,142,466
1892, . . .	100,108,797	20,535,527	120,644,324	101,670,609
1893, . . .	108,468,211	25,642,398	134,110,609	115,003,021
1894, . . .	126,646,016	23,522,230	150,168,246	129,977,773
1895, . . .	128,991,353	24,241,320	153,232,673	132,723,454
1896, . . .	132,202,380	26,315,353	158,517,733	138,270,496
1897, . . .	135,816,380	25,865,710	161,682,090	141,054,983
1898, . . .	140,554,407	21,358,612	161,913,019	141,997,181
1899, . . .	138,001,534	24,106,877	162,108,411	138,565,122

* Including real estate mortgages. † Gross debt less cash and current assets.

Volume of Traffic.

Train Mileage.

The total number of miles run by passenger trains the last year, on the roads of all the companies, was 27,749,110 — an increase of 702,609 miles over the previous year; by freight trains, 17,691,524 — a decrease of 29,604 miles; and by all other trains, 11,067,915 — a decrease of 598,923 miles.

The total number of miles run by trains of all kinds was 56,508,549 — an increase of 74,082 miles over the previous year.

The mileage of passenger, freight and other trains, for each of the last ten years, is stated in the following table: —

Train Mileage for Ten Years, 1890–1899.

YEARS.	Miles Run by			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
1890, . . .	21,020,064	15,306,155	9,122,146	45,448,365
1891, . . .	22,288,108	16,727,141	9,966,435	48,981,684
1892, . . .	23,548,735	17,466,057	10,350,670	51,365,462
1893, . . .	26,041,383	19,172,518	12,213,041	57,426,942
1894, . . .	25,118,810	16,932,335	11,166,135	53,217,280
1895, . . .	24,302,800	17,019,851	10,582,973	51,905,624
1896, . . .	26,392,246	18,354,625	12,610,907	57,357,778
1897, . . .	26,236,109	17,452,890	11,834,184	55,523,183
1898, . . .	27,046,501	17,721,128	11,666,838	56,434,467
1899, . . .	27,749,110	17,691,524	11,067,915	56,508,549

The next table shows the train mileage on each of the four leading railroads of the State, for the last year: —

Train Mileage (Four Roads) in 1899.

RAILROAD COMPANIES.	Miles Run by			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
Boston & Albany, . .	3,095,743	2,842,560	1,438,459	7,376,762
Boston & Maine, . .	8,305,079	5,454,819	3,453,928	17,213,826
Fitchburg, . . .	2,476,360	2,942,604	927,066	6,346,030
N. Y., N. H. & Hartford, .	13,265,118	6,255,926	4,872,102	24,393,146
Averages, . . .	6,785,575	4,373,977	2,672,889	13,832,441

Passenger Traffic.

The total number of passengers carried the last year was 102,043,980 — an increase of 103,258 passengers over the previous year. Each passenger travelled on the average a distance of 16.82 miles, making the total passenger mileage 1,716,081,605 — an increase of 37,440,665 miles, or passengers carried one mile, over the previous year.

The total volume of passenger traffic for each of the last ten years is shown in the following table: —

Passenger Mileage for Ten Years, 1890–1899.

YEARS.	Passengers Carried.	Average Journey. (Miles.)	Total Passenger Mileage.	Average Passengers per Train Mile.
1890, ...	98,843,712	14.75	1,458,149,088	69
1891, ...	107,271,842	14.25	1,528,234,020	68
1892, ...	110,915,454	14.35	1,591,795,252	67
1893, ...	119,779,947	14.56	1,744,388,553	67
1894, ...	109,434,184	14.85	1,624,569,781	65
1895, ...	107,856,348	15.17	1,636,197,381	67
1896, ...	111,629,051	15.89	1,773,733,208	67
1897, ...	102,743,890	16.29	1,674,175,174	64
1898, ...	101,940,722	16.47	1,678,640,940	63
1899, ...	102,043,980	16.82	1,716,081,605	62

The passenger mileage on the four leading railroads during the last year, was as follows: —

Passenger Mileage (Four Roads) in 1899.

RAILROAD COMPANIES.	Passengers Carried.	Average Journey. (Miles.)	Total Passenger Mileage.	Average Passengers per Train Mile.
Boston & Albany, . .	10,087,380	20.96	211,441,448	68
Boston & Maine, . .	31,607,156	15.73	497,027,126	60
Fitchburg, . . .	6,818,630	16.96	115,677,303	47
N. Y., N. H. & Hartford,	49,035,411	17.57	861,416,692	65
Averages, . .	24,387,144	17.27	421,390,642	62

The next table gives the annual number of passengers carried to and from Boston on the railroads which have a terminus in this city, including the Boston, Revere Beach & Lynn, for each of the last ten years: —

Passengers to and from Boston, 1890–1899.

YEARS.	Number of Passengers.	Annual Increase.	YEARS.	Number of Passengers.	Annual Increase.
1890, . .	48,072,476	2,897,369	1895, . .	52,015,921	740,680*
1891, . .	51,294,903	3,222,427	1896, . .	53,499,695	1,483,774
1892, . .	54,151,859	2,856,956	1897, . .	49,691,215	3,808,480*
1893, . .	56,581,541	2,429,682	1898, . .	48,967,467	723,748*
1894, . .	52,756,601	3,824,940*	1899, . .	49,174,631	207,164

* Decrease.

The number of these passengers the last year, though 3,999,524 greater than ten years ago, was 3,581,970 less than five years ago.

Freight Traffic.

The total number of tons of freight hauled on all the roads the last year was 36,228,084 — an increase of 889,360 tons over the previous year. Each ton of freight was hauled on the average a distance of 88.65 miles, making the total freight mileage 3,211,643,434 — an increase of 188,872,935 miles, or tons hauled one mile, over the previous year.

Freight Mileage for Ten Years, 1890–1899.

YEARS.	Tons of Freight Hauled.	Average Haul. (Miles.)	Total Freight Mileage.	Average Tons per Train Mile.
1890, ...	27,944,501	70.73	1,976,652,769	128
1891, ...	29,181,594	71.05	2,073,437,566	123
1892, ...	31,131,146	72.01	2,241,775,988	127
1893, ...	32,995,033	73.68	2,431,081,708	125
1894, ...	27,378,660	79.90	2,187,504,182	128
1895, ...	30,858,173	83.01	2,561,598,881	148
1896, ...	34,605,838	83.18	2,878,369,521	155
1897, ...	33,276,416	84.80	2,821,770,240	160
1898, ...	35,338,724	85.54	3,022,770,499	172
1899, ...	36,228,084	88.65	3,211,643,434	182

The preceding table gives the total volume of freight traffic for each of the last ten years.

The next table gives the freight mileage on the four leading roads for the last year: —

Freight Mileage (Four Roads) in 1899.

RAILROAD COMPANIES.	Tons of Freight Hauled.	Average Haul. (Miles.)	Total Freight Mileage.	Average Tons per Train Mile.
Boston & Albany, . .	4,847,148	116.49	564,622,874	199
Boston & Maine, . .	10,644,376	67.59	719,460,569	132
Fitchburg, . . .	5,211,203	120.90	630,050,444	214
N. Y., N. H. & Hartford,	14,375,823	87.47	1,257,413,624	201
Averages, . .	8,769,638	90.41	792,886,878	181

Density of Traffic.

By "density of traffic" is meant the average annual number of passengers or tons of freight carried one mile per total mile of railroad operated. The density of traffic on a railroad system, other things being equal, is a measure of its earning capacity.

The following table shows the density of passenger traffic and freight traffic, and of both combined, during the last year, on all of the Massachusetts railroads taken together, and on the four leading roads in detail.

Density of Passenger and Freight Traffic in 1899.

RAILROAD COMPANIES.	Passengers Carried One Mile per Mile of Road Operated.	Tons of Freight Carried One Mile per Mile of Road Operated.	Total Passengers and Tons of Freight so Carried.
All Massachusetts companies, .	358,845	671,577	1,030,422
Boston & Albany, . . .	536,722	1,433,235	1,969,957
Boston & Maine, ...	289,712	419,366	709,078
Fitchburg, ...	252,692	1,376,317	1,629,009
N. Y., N. H. & Hartford, . .	420,780	614,214	1,034,994
Averages (four companies), .	365,274	687,299	1,052,573

Comparative Passenger and Freight Revenue.

In the Middle States, and in the United States as a whole, about seven-tenths of the revenue from railroad operation is derived from the freight service, and only about three-tenths from the passenger service. The Massachusetts companies, on the contrary, as will be seen in the following table, derive their aggregate earnings in about equal proportions from passengers and from freight. The varying percentages of the four leading companies for the last year are also shown in the table : —

Comparative Earnings from Passengers and Freight in 1899.

EARNINGS FROM OPERATION.	All Massachusetts Roads.	Boston & Albany.	Boston & Maine.	Fitchburg.	New York, New Haven, & Hartford.
Passenger revenue, . .	46.83	47.36	47.95	30.96	49.50
Freight revenue, . .	52.12	50.46	51.62	68.01	49.49
Other earnings, . .	1.05	2.18	.43	1.03	1.01
Total, . . .	100.00	100.00	100.00	100.00	100.00

It will be seen from the foregoing tables that, of the four leading Massachusetts railroads, the Boston & Albany has the greatest density of both passenger and freight traffic, and the Fitchburg is the more distinctively a freight road.

Earnings and Expenses of Operation.

The gross earnings and expenses of operation the last year are classified and compared with those of the previous year, in the following table : —

Gross Earnings and Expenses of Operation, 1898 and 1899.

EARNINGS AND EXPENSES.	1898.	1899.	Increase.
Revenue from passengers, . .	$29,805,758	$30,310,157	$504,399
from mails, express, etc., .	4,874,299	5,015,078	140,779
Revenue from freight, . . .	36,911,662	37,962,375	1,050,713
from elevators, etc., . .	1,293,322	1,347,754	54,432
Other earnings from operation, .	714,493	794,697	80,204
Gross earnings from operation,	$73,599,534	$75,430,061	$1,830,527
Operating expenses, . . .	50,890,883	51,490,351	599,468
Net earnings from operation, .	$22,708,651	$23,939,710	$1,231,059

The next two tables show the revenue from passenger service and freight service respectively, the other earnings from operation, and the gross earnings from operation, on each of the four leading roads for the last year, and on all of the roads for each of the past ten years: —

Gross Earnings from Operation (Four Roads) in 1899.

RAILROAD COMPANIES.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.	Gross Earnings from Operation.
Boston & Albany, . .	$4,416,590	$4,705,423	$203,023	$9,325,036
Boston & Maine, . .	9,604,269	10,337,415	85,564	20,027,248
Fitchburg, ...	2,367,787	5,200,542	78,751	7,647,080
N. Y., N. H. & Hartford, .	18,384,830	18,381,849	377,238	37,143,917
Averages, . . .	$8,693,369	$9,656,307	$186,144	$18,535,820

Gross Earnings from Operation for Ten Years, 1890–1899.

YEARS.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.	Gross Earnings from Operation.
1890, . . .	$29,437,712	$29,225,214	$567,835	$59,230,761
1891, . . .	30,938,054	29,732,724	812,326	61,483,104
1892, . . .	32,211,733	30,878,350	1,053,204	64,143,287
1893, . . .	35,579,616	34,360,752	995,562	70,935,930
1894, . . .	33,252,621	29,812,095	1,063,707	64,128,423
1895, . . .	33,396,319	33,682,562	1,076,025	68,154,906
1896, . . .	36,395,024	37,885,071	606,385	74,886,480
1897, . . .	34,745,628	36,514,714	674,431	71,934,773
1898, . . .	34,680,057	38,204,984	714,493	73,599,534
1899, . . .	35,325,236	39,310,129	794,697	75,430,062

Ratio of Operating Expenses to Gross Earnings.

The following tables give in like manner the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings from opera-

tion of the four leading companies for the last year, and of all the companies for ten years : —

Ratio of Operating Expenses to Gross Earnings (Four Roads) in 1899.

RAILROAD COMPANIES.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
Boston & Albany, .	$9,325,036	$5,929,931	**63.59**	$3,395,105
Boston & Maine, . .	20,027,248	13,712,614	**68.47**	6,314,634
Fitchburg, . . .	7,647,080	5,312,555	**69.47**	2,334,525
N. Y., N. H. & Hartford,	37,143,917	25,581,256	**68.87**	11,562,661
Averages, . .	$18,535,820	$12,634,089	**68.16**	$5,901,731

Ratio of Operating Expenses to Gross Earnings, 1890–1899.

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
1890, ...	$59,230,761	$39,660,713	**66.96**	$19,570,048
1891, ...	61,483,104	42,432,063	**69.01**	19,051,041
1892, ...	64,143,287	44,690,012	**69.67**	19,453,275
1893, ...	70,935,930	49,503,963	**69.79**	21,431,967
1894, ...	64,128,423	44,464,805	**69.34**	19,663,618
1895, ...	68,154,906	46,446,304	**68.15**	21,708,602
1896, ...	74,886,480	52,362,382	**69.92**	22,524,098
1897, ...	71,934,773	49,413,299	**68.69**	22,521,474
1898, ...	73,599,534	50,890,883	**69.28**	22,708,651
1899, ...	75,430,061	51,490,351	**68.26**	23,939,710
Averages, . .	$68,392,726	$47,135,478	**68.92**	$21,257,248

Earnings and Expenses per Mile of Road Operated.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile of road operated by the four leading companies for the last year, and by all of the companies for each of the past ten years, are shown in the following tables : —

Earnings and Expenses per Mile of Road Operated (Four Roads) in 1899.

RAILROAD COMPANIES.	Gross Earnings.	Operating Expenses.	Net Earnings.
Boston & Albany, ...	$23,671	$15,053	$8,618
Boston & Maine, ...	11,674	7,993	3,681
Fitchburg, ...	16,705	11,605	5,100
N. Y., New Haven & Hartford, .	18,144	12,496	5,648
Averages, ...	$16,067	$10,951	$5,116

Earnings and Expenses per mile of Road Operated, 1890–1899.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1890, .	$14,984	$10,033	$4,951	1895, .	$15,660	$10,672	$4,988
1891, .	15,413	10,637	4,776	1896, .	15,845	11,079	4,766
1892, .	15,920	11,092	4,828	1897, .	15,229	10,461	4,768
1893, .	16,390	11,438	4,952	1898, .	15,571	10,766	4,805
1894, .	14,813	10,271	4,542	1899, .	15,773	10,767	5,006

Earnings and Expenses per Revenue-Train Mile.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile run by trains earning revenue, on all of the roads, for each of the last ten years, have been as follows: —

Earnings and Expenses per Total Revenue-Train Mile, 1890–1899.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1890, .	$1.617	$1.083	$0.534	1895, .	$1.637	$1.115	$0.522
1891, .	1.565	1.080	.485	1896, .	1.664	1.163	.501
1892, .	1.554	1.083	.471	1897, .	1.638	1.125	.513
1893, .	1.558	1.088	.470	1898, .	1.637	1.132	.505
1894, .	1.512	1.051	.461	1899, .	1.653	1.128	.525

Earnings and Expenses per Revenue-Train Mile (Four Roads) in 1899.

RAILROAD COMPANIES.	Gross Earnings per Passenger-Train Mile.	Gross Earnings per Freight-Train Mile.	Per Total Revenue-Train Mile.		
			Gross Earnings.	Operating Expenses.	Net Earnings.
Boston & Albany, . .	$1.427	$1.655	$1.570	$0.999	$0.571
Boston & Maine, . .	1.156	1.895	1.455	.997	.458
Fitchburg, . . .	.956	1.767	1.411	.980	.431
N. Y., N. H. & Hartford,	1.386	2.938	1.903	1.310	.593
Averages, . .	$1.281	$2.208	$1.661	$1.132	$0.529

The average gross earnings from operation per passenger-train mile and per freight-train mile, and the gross and net earnings and operating expenses per total revenue-train mile, on the four leading railroads of the State, are given for the last year in the preceding table.

The *expenses* of operation per passenger-train mile and per freight-train mile, respectively, cannot be stated, because the operating expenses of the passenger department are not kept by the companies separately from those of the freight department.

Earnings and Expenses per Total Train Mile.

The average gross earnings and operating expenses per train mile of *all* trains, including switching, construction and other trains not earning revenue, on all of the roads for the last ten years, and on each of the four leading roads for the last two years, are stated in the following tables: —

Earnings and Expenses per Total Train Mile, 1890–1899.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1890, . .	$1.303	$0.872	$0.431	1895, . .	$1.313	$0.895	$0.418
1891, . .	1.255	.866	.389	1896, . .	1.303	.913	.390
1892, . .	1.249	.870	.379	1897, . .	1.296	.890	.406
1893, . .	1.235	.862	.373	1898, . .	1.304	.902	.402
1894, . .	1.205	.835	.370	1899, . .	1.335	.911	.424

Earnings and Expenses per Total Train Mile (Four Roads) in 1898 and 1899.

RAILROAD COMPANIES.	Gross Earnings.		Operating Expenses.		Net Earnings.	
	1898.	1899.	1898.	1899.	1898.	1899.
Boston & Albany, . .	$1.272	$1.264	$0.838	$0.804	$0.434	$0.460
Boston & Maine, . .	1.151	1.163	.793	.797	.358	.366
Fitchburg, . . .	1.196	1.205	.826	.837	.370	.368
N. Y., N. H. & Hartford,	1.529	1.523	1.054	1.049	.475	.474
Averages, . .	$1.323	$1.340	$0.906	$0.913	$0.417	$0.427

Fares and Freights.

Passenger Fares.

The average passenger fare per mile on the Massachusetts railroads for each of the last twenty-nine years, as ascertained from the annual returns to the Board, is given in the following table: —

Average Passenger Fare per Mile (All Massachusetts Roads) for 29 Years, 1871 to 1899.

YEARS.	Fares.	YEARS.	Fares.	YEARS.	Fares.
	Cents.		Cents.		Cents.
1871, . .	2.51	1881, . .	2.02	1891, . .	1.83
1872, . .	2.43	1882, . .	2.00	1892, . .	1.83
1873, . .	2.32	1883, . .	2.00	1893, . .	1.83
1874, . .	2.30	1884, . .	1.92	1894, . .	1.80
1875, . .	2.30	1885, . .	1.88	1895, . .	1.78
1876, . .	2.23	1886, . .	1.88	1896, . .	1.79
1877, . .	2.22	1887, . .	1.85	1897, . .	1.80
1878, . .	2.18	1888, . .	1.90	1898, . .	1.78
1879, . .	2.11	1889, . .	1.87	1899, . .	1.77
1880, . .	2.05	1890, . .	1.82		

The table shows a gradual reduction of the average fare, with occasional slight fluctuations, from 2.51 cents per mile

in 1871 to 1.77 cents per mile in 1899. This is a reduction of nearly 30 per cent, or an average reduction of a little more than one per cent a year.

Average Passenger Fare per Mile (Five Roads) in 1870, 1880, 1890 and 1897–99.

RAILROAD COMPANIES.	1870.	1880.	1890.	1897.	1898.	1899.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . .	2.78	2.09	1.86	1.75	1.75	1.74
Boston & Maine, . .	2.14	2.14	1.83	1.76	1.74	1.71
Fitchburg, . . .	2.56	1.88	1.91	1.81	1.83	1.80
New England, . . .	–	2.12	1.96	1.97	1.93	–
N. Y., N. H. & Hartford, .	2.38	1.92	1.73	1.80	1.77	1.80
All five companies, .	2.40	2.01	1.81	1.79	1.77	1.77

The preceding table gives the average passenger fares per mile on the *five* leading Massachusetts railroads, taken singly and as a group, for the years 1870, 1880 and 1890, and for each of the last three years, 1897 to 1899.

The average fare the last year on the five roads in question, 1.77 cents per mile, is a reduction of 26 per cent from the corresponding fare of 2.40 cents in 1870.

In the next table, the average passenger fares per mile in 1899 on *four* leading railroads, taken singly and as a group, are compared with the fares on the same roads in 1865; and the percentage of the new fare to the old, and the resulting percentage of reduction in each case, are as follows: —

Comparative Passenger Fare per Mile (Four Roads) in 1865 and 1899.

RAILROAD COMPANIES.	Fare 1865.	Fare 1899.	Per Cent of 1899 to 1865.	Percentage of Reduction.
	Cents.	Cents.		
Boston & Albany, . . .	2.81	1.74	62	38
Boston & Maine, . . .	2.57	1.71	67	33
Fitchburg, ...	2.59	1.80	69	31
N. Y., New Haven & Hartford,	2.32	1.80	78	22
All four companies, . .	2.59	1.77	68	32

The figures in this table indicate an average passenger fare of 2.59 cents per mile in 1865, on the leading railroad lines of the State, as against a corresponding fare of 1.77 cents in 1899, — a reduction of 32 per cent in the intervening period of thirty-four years.

Freight Rates.

In the tables which follow, the average rates per ton mile for the transportation of merchandise on the railroads of this State are shown for the same years and intervals of years, for all of the roads and for the same groups of roads, as in the preceding tables of passenger fares.

The first table gives the average freight rate per ton mile on all of the roads for each of the last twenty-nine years : —

Average Freight Rate per Ton Mile (All Massachusetts Roads) for 29 Years, 1871 to 1899.

YEARS.	Rates.	YEARS.	Rates.	YEARS.	Rates.
	Cents.		Cents.		Cents.
1871, . .	3.11	1881, . .	1.71	1891, . .	1.42
1872, . .	2.81	1882, . .	1.71	1892, . .	1.36
1873, . .	2.75	1883, . .	1.72	1893, . .	1.39
1874, . .	2.64	1884, . .	1.64	1894, . .	1.33
1875, . .	2.45	1885, . .	1.59	1895, . .	1.28
1876, . .	2.17	1886, . .	1.64	1896, . .	1.28
1877, . .	2.07	1887, . .	1.62	1897, . .	1.25
1878, . .	1.92	1888, . .	1.55	1898, . .	1.22
1879, . .	1.82	1889, . .	1.50	1899, . .	1.18
1880, . .	1.84	1890, . .	1.45		

The average freight rate of 3.11 cents per mile in 1871 fell, as appears in the table, by constant and rapid gradations year by year to 1.82 cents in 1879. With some after fluctuations, but on a gradually descending scale, it has reached and maintained the last year its lowest point at 1.18 cents per ton mile — a reduction of 62 per cent from the rate of 3.11 cents in 1871.

The following table shows the average rate per ton mile on the *five* leading railroads of the State, taken singly and as a group, in 1870, 1880 and 1890, and for each of the last three years, 1897 to 1899 : —

Average Freight Rate per Ton Mile (Five Roads) in 1870, 1880, 1890 and 1897–99.

RAILROAD COMPANIES.	1870.	1880.	1890.	1897.	1898.	1899.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . .	2.19	1.21	1.11	.92	.83	.78
Boston & Maine, . .	4.45	2.56	1.76	1.45	1.48	1.43
Fitchburg, . . .	4.81	1.37	.99	.87	.82	.77
New England, . . .	–	2.86	1.22	1.07	1.10	–
N. Y., N. H. & Hartford, .	4.09	2.41	2.07	1.54	1.51	1.41
All five companies, .	2.95	1.65	1.44	1.25	1.21	1.18

The table finds the average rate on the foregoing group of roads to have been 2.95 cents per ton mile in the year 1870. The corresponding rate for the last year is 1.18 cents. This is a reduction of 60 per cent.

The next table compares the average freight rates in 1899, on *four* leading railroads, taken singly and as a group, with the rates on the same roads in 1865; and, as in the corresponding table of passenger fares, gives the percentage of the later to the earlier rate, and the percentage of reduction, for each and all of the four roads: —

Comparative Freight Rate per Ton Mile (Four Roads) in 1865 and 1899.

RAILROAD COMPANIES.	Rate 1865.	Rate 1899.	Per Cent of 1899 to 1865.	Percentage of Reduction.
	Cents.	Cents.		
Boston & Albany, . . .	3.86	0.78	20	80
Boston & Maine, . . .	4.83	1.43	30	70
Fitchburg, ...	4.78	.77	16	84
N. Y., New Haven & Hartford,	3.82	1.41	37	63
All four companies, . .	4.16	1.18	28	72

It appears by this table that the average freight rate, on four of the leading railroad lines of the State, has fallen from 4.16 cents in 1865 to 1.18 cents in 1899 — a reduction of 72 per cent in thirty-four years.

In comparing the present passenger and freight rates of the selected groups of companies named in the foregoing tables with their corresponding rates in former years, the operations for those years of the more important railroad lines of this State which have been since consolidated with or leased to the companies in question have been included in the computation of the rates as given in the tables. This, which was necessary to a fair comparison, may account for an apparent discrepancy between some of the figures in these tables and those of similar tables in earlier reports.

Cost of Repairs, Wages and Fuel.

The average cost of certain specified items of repairs and renewals, and also of wages and fuel, per total train mile, on all of the roads for the past six years, and on each of the four leading roads for the last year, appears in the following tables: —

Cost of Repairs, etc., per Total Train Mile, 1894–1899.

REPAIRS, WAGES, ETC.	1894.	1895.	1896.	1897.	1898.	1899.
Repair of roadbed,*	$0.100	$0.100	$0.121	$0.120	$0.119	$0.120
Renewal of rails,	.016	.011	.008	.015	.010	.009
Repair of bridges,	.017	.012	.013	.012	.013	.013
Repair of locomotives,	.031	.049	.044	.047	.048	.051
Repair of passenger cars,	.029	.034	.040	.037	.037	.034
Repair of freight cars,	.033	.034	.043	.033	.038	.041
Wages,	.306	.310	.310	.309	.312	.315
Fuel,	.106	.109	.100	.100	.100	.096
Totals,	$0.638	$0.659	$0.679	$0.673	$0.677	$0.679

* Including renewal of ties.

Cost of Repairs, etc., per Total Train Mile (Four Roads) in 1899.

REPAIRS, WAGES, ETC.	Boston & Albany.	Boston & Maine.	Fitchburg.	N. Y., N. H. & Hartford.	Averages.
Repair of roadbed,* . .	$0.095	$0.116	$0.090	$0.138	$0.120
Renewal of rails, . .	.007	.006	.007	.013	.009
Repair of bridges, . .	.013	.013	.007	.015	.013
Repair of locomotives, .	.065	.042	.078	.048	.051
Repair of passenger cars,† .	.059	.062	.046	.082	.070
Repair of freight cars,‡ .	.081	.121	.145	.162	.133
Wages, ...	.288	.277	.249	.368	.315
Fuel, ...	.088	.090	.106	.102	.097
Totals, ...	$0.696	$0.727	$0.728	$0.928	$0.808

* Including renewal of ties.
† Per total passenger-train mile (including baggage, express and mail cars).
‡ Per total freight-train mile.

The next table gives the cost of repairs per locomotive and per car on each of the same four roads the last year: —

Cost of Repairs per Locomotive and per Car (Four Roads) in 1899.

RAILROAD COMPANIES.	Per Locomotive.	Per Passenger Car.*	Per Freight Car.	Totals.
Boston & Albany, . .	$1,932 19	$507 69	$43 20	$2,483 08
Boston & Maine, . . .	1,065 68	431 64	61 07	1,558 39
Fitchburg, . . .	2,373 57	453 03	87 54	2,914 14
N. Y., N. H. & Hartford, .	1,265 69	595 79	81 23	1,942 71
Averages, . . .	$1,393 37	$522 81	$69 60	$1,985 78

* Including baggage, express and mail cars.

Rolling Stock.

The following table shows the amount of rolling stock (owned and leased) of all the companies, as returned at the end of each of the last seven years: —

Schedule of Rolling Stock, 1893–1899.

ROLLING STOCK.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Locomotives, .	1,955	1,956	1,982	2,062	2,069	2,072	2,091
Passenger cars, .	3,093	3,156	3,139	3,217	3,192	3,174	3,144
Baggage, express and mail cars, .	518	521	517	569	569	577	582
Freight cars,. .	36,968	38,476	37,116	39,423	37,036	35,491	33,935
Gravel cars, etc., .	3,342	1,493	1,519	1,928	1,920	1,890	1,937

Number of Employees.

The average number of persons employed during the last year by all of the railroad corporations making returns to the Board was 51,881. The following table gives the average number of employees for each of the last ten years: —

Average Number of Employees, 1890–1899.

YEARS.	Number of Employees.	YEARS.	Number of Employees.
1890, ...	40,350	1895, ...	46,533
1891, ...	42,289	1896, ...	52,127
1892, ...	44,784	1897, ...	50,924
1893, ...	48,831	1898, ...	51,602
1894, ...	46,727	1899, ...	51,881

It appears that 279 more persons were employed the last than the preceding year, and 12,972 more than were employed ten years ago.

General Summary of Railroad Accidents.*

Train Accidents.

The total number of train accidents reported during the year ending June 30, 1899, was 38, of which 29 were collisions and 9 were derailments. In the collisions 4 passengers and 2 employees were killed, and 102 passengers and 35 employees were injured. Most of these casualties resulted from the rear collision of passenger trains which occurred August 21, 1898 (being within the year covered by railroad reports), and on which a special report was printed in the last annual report of the Board. Five other passengers were injured by slight collisions. By derailments 11 passengers were injured, and 3 employees were killed and 7 were injured.

Number of Persons Injured.

The total number of persons killed and injured, as reported by the railroad companies during the year ending June 30, 1899, was 1,072, being 5 less than in the preceding year and 74 more than the average for the ten years preceding. Of these, 212 were fatally injured, or 16 less than last year, and 860 were not fatally injured, being 11 more than in 1898. Of the total number injured, 205 were passengers, 590 were employees, 76 were travellers at grade crossings or persons crossing tracks at stations, and 201 were trespassers. Thirty-five of the injured were children.

Accidents to Passengers.

The number of passengers injured, fatally and otherwise, was 205. Of these injuries, 10 were fatal, 5 resulting from causes beyond the control of the passenger and 5 being due to the passengers' own fault or want of care. The total number of passengers injured, not fatally, by causes beyond their own control, chiefly train accidents, was 147, a number larger than last year, which was exceptionally large, and was more than double the average number of the same class of accidents in the last ten years.

The ratio of passengers killed and injured to total number carried in the State is shown in the following table: —

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* For Tabulated Statement of Accidents, see Appendix.

Passengers Killed and Injured in Massachusetts in 1898 and 1899.

PASSENGERS CARRIED, ETC.	1898.	1899.
Total number of passengers carried in Massachusetts,*	81,552,578	81,635,184
Total miles travelled in Massachusetts,	1,342,912,752	1,372,865,284
Passengers *killed* by causes beyond their control,	0	5
Ratio to total passengers carried,	–	1 to 16,327,037
Ratio to total miles travelled,	–	1 to 274,573,057
Passengers *injured* from causes beyond their control,	83	147
Ratio to total passengers carried,	1 to 982,561	1 to 555,341
Ratio to total miles travelled,	1 to 16,179,672	1 to 9,339,220
Passengers *killed* by their own fault or want of care,	6	5
Ratio to passengers carried,	1 to 13,592,096	1 to 16,327,037
Passengers *injured* by their own fault or want of care,	59	48
Ratio to passengers carried,	1 to 1,382,247	1 to 1,700,733

* The total number of passengers carried in Massachusetts is estimated to be about 80 per cent of the total number carried on the several roads both in and out of the State.

Accidents to Employees.

The number of employees injured was 590, or 6 more than in the preceding year and 6 more than the average for ten years. Of the whole number, 505 were trainmen and 85 were otherwise employed. Ten were killed and 182 were injured while coupling or uncoupling cars. This is a tenfold increase of fatal accidents from this cause, and a decrease of 54, or nearly 23 per cent, in the injuries not fatal. One was killed and 27 were injured by collision with overhead bridges, a decrease of 2 fatalities and an increase of more than 100 per cent of less serious accidents. By train accidents (including engine and car accidents) 7 were killed and 84 were injured, a marked increase from the preceding year, when only 1 was killed and 57 were injured by this cause. By falling from cars or engines 16 were killed and 102 were injured, a decrease from the number of both killed and injured last year. From various other causes, chiefly to employees in freight yards or to trackmen while crossing or being too near the tracks, 29 were fatally injured and 132 less seriously hurt.

As compared with Great Britain, the accidents to employees in Massachusetts do not appear to be materially different in proportion to the mileage of railroad, the mileage in Great Britain being in round numbers about ten times as large as in Massachusetts.

In Massachusetts, killed, . .	63.	Ratio to mileage, 1 to 33.4 miles.
In Great Britain, " . .	504.	" " " 1 to 41.8 "
In Massachusetts, injured, .	527.	" " " 1 to 4.0 "
In Great Britain, " . .	4,149.	" " " 1 to 5.0 "

Notwithstanding the increase in the equipment of freight cars with automatic couplers, the accidents from coupling or uncoupling cars do not materially decrease. While the principal railroad companies of this State have fully so equipped their own cars, or nearly so, there are many foreign cars constantly coming into the State and more or less used in trains, a large number of which are not equipped with the best, if any, automatic couplers, and the danger to life and limb by going between cars to couple by hand still continues.

The casualties to employees when coupling or uncoupling cars were not so numerous as in the preceding year, being 192, or 65 less than the number reported last year; but, while only 1 was killed last year when coupling, 10 were killed during the year ending June 30, 1899. It is apparent that such accidents are not reported with uniform regard to the measure of injury requiring a report. While the Boston & Maine reported 4 killed and 99 injured by this class of accidents, the New York, New Haven & Hartford, with about an equal number of freight cars, reported only 1 killed and 15 injured. It is true that the New York, New Haven & Hartford has nearly all its freight cars equipped with automatic couplers, while the Boston & Maine has but 81 per cent so equipped, and it might be inferred that the small number of accidents on the former is due to this complete equipment with safety couplers. But, on the other hand, the Boston & Albany, with half as many freight cars as the New York, New Haven & Hartford, and all of them equipped with automatic couplers, reported 3 killed and 35 injured when coupling; and the Fitchburg, with about the same number of freight cars as the Boston & Albany and a nearly complete equipment with automatic couplers, reported 2 killed and 31 injured.

Accidents in Coupling and Uncoupling Cars.

RAILROADS.	Number of Accidents in Coupling and Uncoupling Cars.	Total Number of Freight Cars.	Number Equipped with Automatic Couplers.	Percentage of Cars so Equipped.
Boston & Albany, . .	38	5,320	5,320	100
Boston & Maine, . .	103	10,792	8,725	81
Fitchburg, . . .	33	4,869	4,745	97
New London Northern, .	2	327	62	19
N. Y., N. H., & Hartford, .	16	12,490	12,057	97
Totals, . . .	192	28,798	25,909	90

Accidents at Overhead Bridges.

By coming in contact with overhead bridges 1 man was killed and 27 were injured more or less severely. That is nearly double the number reported injured the preceding year, and more than double the number reported ten years ago. In 1892 and 1893, however, soon after applications began to be made for the elimination of grade crossings under the act of 1890, the number reported was 31 and 44 for those years respectively.

Casualties by Train Accidents.

By accidents to trains, engines or cars, 7 employees were killed and 84 were injured, 33 more than in the preceding year, and much the largest number reported during the last ten years. By falling from trains or engines 16 were killed and 102 were injured, being 12 less than in the preceding year. The total number of fatal injuries to employees was 63; of injuries not fatal, 527.

Casualties at Highway Grade Crossings.

At crossings protected by gates or flags, and in some cases by electric bells, 17 persons were killed and 18 were injured. At unprotected crossings 7 persons were killed and 14 were injured. At stations where the crossing of tracks was unrestricted, 10 persons were killed and 10 were injured, not fatally.

The following table shows the number of such casualties on each of the operating railroads, the number of grade crossings and the ratio of persons killed and injured to the crossings: —

Casualties at Grade Crossings during the Year ending June 30, 1899.

RAILROADS.	At Protected Crossings.		At Unprotected Crossings.		Total.		Total Grade Crossings.	Total Persons Killed or Injured.	Ratio of Accidents to Crossings.†
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Boston & Albany,	–	2	1	3	1	5	233	6	1 to 39
Boston & Maine,	10	11	3	5	13	16	608	29	1 to 21
Boston, Revere Beach & Lynn,*	1	–	–	–	1	–	11	1	1 to 11
Cape Ann Granite,	–	–	–	–	–	–	2	–	–
Fitchburg,	3	3	1	2	4	5	227	9	1 to 25
Grafton & Upton,	–	–	–	–	–	–	30	–	–
Hoosac Tunnel & Wilmington,*	–	–	–	–	–	–	–	–	–
Nantucket Central,*	–	–	–	–	–	–	4	–	–
New London Northern,	–	–	–	–	–	–	53	–	–
New York, New Haven & Hartford,	3	2	2	4	5	6	884	11	1 to 80
Totals,	17	18	7	14	24	32	2,052	56	1 to 37

* A narrow-gauge railroad.

† The ratio at protected crossings was 1 to 33; at unprotected crossings, 1 to 44.

As usual, the number of casualties at protected crossings exceeds those at unprotected crossings. This is due to the fact that the protected crossings are at places where there is generally a dense population, and passers on the public ways are much more numerous and railroad trains are more frequent. People at such points also become more careless and are disposed to run greater risks, being often utterly regardless of gates or flags, in their haste to cross the tracks.

Accidents at Stations.

There were 10 fatal accidents reported as occurring "at stations," and 10 which did not prove fatal. Most of these were to persons crossing the tracks to take a train or leaving it to go to their homes. Where the railroad provides no overhead or underground passage to and from the station, a person crossing on the surface is not unreasonably on the track, and cannot be termed a trespasser and law breaker. Nor should a person crossing the track to take a train or after leaving a train be termed a passenger (as is sometimes the case), but more properly be classified under the heading "at station."

Accidents to Trespassers.

The total number of trespassers killed and injured was 201, or 61 less than last year. Of the total number, 147 were injured while walking, lying or otherwise being unlawfully on the tracks, and 54 were injured while being unlawfully on the cars. One hundred and five of the casualties were fatal and 96 were not fatal, the number of each being considerably less than the average for ten years. Three of the trespassers were evidently suicides, and others were suspected of intentional exposure to death.

Receipts of Flour and Grain in Boston.

The aggregate receipts of flour and grain by railroad in Boston during the year ending September 30, 1899, were larger than for any year in our record. The receipts of flour, however (2,571,539 barrels), while larger than in the preceding year, were not as large as the average for ten years, and were very much less than in the years 1891 to 1895 inclusive.

The receipts of wheat (15,532,684 bushels) were much larger than ever before, and by more than 2,000,000 bushels larger than in 1896, the largest on record previous to 1899. The bulk of these receipts were by the Boston & Albany and the Fitchburg railroads, the latter bringing much the largest proportion.

The receipts of corn (16,644,928 bushels) were also much larger than in any year of the last ten, and, indeed, larger than any in the record of the last twenty-five years, though in 1880 the receipts were nearly 15,000,000 bushels.

Of oats the receipts were 11,972,378 bushels, not so large as in the preceding year by 1,721,654 bushels, but larger than any other year of the last ten.

As will be seen by the following table, the Boston & Albany brought the largest proportion of flour and oats, the Fitchburg brought the largest proportion of wheat and corn and only a slightly smaller proportion of oats, the Boston & Maine brought a larger proportion of oats than of either of the other grains or flour.

Proportionate Receipts by the different Routes in 1899.

RAILROAD AND OTHER ROUTES.	Flour.	Wheat.	Corn.	Oats.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Boston & Albany Railroad, . .	37.1	34.5	39.4	36.4
Boston & Maine Railroad, . . .	16.7	1.6	7.6	19.1
Fitchburg Railroad, ...	32.7	63.8	50.7	35.7
N. Y., N. H. & Hartford Railroad, .	13.5	0.1	2.3	8.8
All other routes, ...	–	–	–	–
Totals, ...	100.0	100.0	100.0	100.0

Receipts of Flour and Wheat in Boston for Ten Years (ending September 30), 1890 to 1899.

ROUTE.	1890.	1891.	1892.	1893.	1894.	1895.*	1896.	1897.	1898.	1899.
RECEIPTS OF FLOUR—BARRELS.										
Boston & Albany Railroad, .	1,089,714	986,568	1,274,089	1,432,986	1,314,407	1,214,548	860,378	969,103	1,089,968	954,637
Boston & Maine Railroad, .	117,128	133,694	179,129	337,222	293,147	435,404	426,448	361,956	325,525	430,615
Fitchburg Railroad, . .	764,810	995,889	1,015,671	1,126,360	1,248,022	1,125,331	878,231	541,880	740,478	840,443
New England Railroad, . .	279,759	433,085	356,001	310,943	313,253	273,586	289,733	198,566	205,263	345,844
N. Y., N. H. & Hartford R.R.,	–	–	–	39,619	61,589	65,839	62,618	12,651	26,309	
All other routes, . . .	216,872	208,576	345,087	52,429	23,262	15,786	–	–	–	–
Total barrels of Flour, .	2,468,283	2,757,812	3,169,977	3,299,559	3,253,680	3,130,494	2,517,408	2,084,156	2,387,543	2,571,539
RECEIPTS OF WHEAT—BUSHELS.										
Boston & Albany Railroad, .	92,400	346,714	1,990,282	1,023,051	1,843,828	1,920,897	4,991,187	3,380,788	4,567,116	5,354,368
Boston & Maine Railroad, .	20,100	22,188	1,011,683	663,428	555,364	526,002	1,332,596	372,026	1,161,090	254,156
Fitchburg Railroad, . .	640,760	1,052,950	4,801,535	2,283,956	3,359,639	5,247,146	6,561,011	5,893,038	6,908,491	9,911,166
New England Railroad, . .	3,000	2,840	17,852	367,777	838,036	532,182	283,516	849,044	3,129	12,994
N. Y., N. H. & Hartford R.R.,	–	–	–	–	2,756	2,900	600	–	650	
All other routes, . . .	1,600	7,010	13,224	–	–	–	–	–	–	–
Total bushels of Wheat, .	757,860	1,431,702	7,834,576	4,338,212	6,599,623	8,229,127	13,168,910	10,494,896	12,640,476	15,532,684

* Year ending June 30.

Receipts of Corn and Oats in Boston for Ten Years (ending September 30), 1890 to 1899.

ROUTE.	1890.	1891.	1892.	1893.	1894.	1895.*	1896.	1897.	1898.	1899.
RECEIPTS OF CORN – BUSHELS.										
Boston & Albany Railroad, .	4,111,480	3,590,100	3,851,653	3,803,312	3,481,800	1,736,820	3,500,468	4,845,968	3,733,226	6,560,002
Boston & Maine Railroad, .	530,585	434,772	393,590	882,320	1,020,893	598,748	1,214,311	1,971,236	2,060,899	1,264,628
Fitchburg Railroad, . .	5,918,995	2,494,308	2,854,926	2,731,304	3,043,302	2,262,817	3,526,379	5,077,423	6,599,092	8,432,858
New England Railroad, . .	335,925	546,841	608,571	817,378	1,140,320	1,463,920	1,007,872	639,416	530,660	387,440
N. Y., N. H. & Hartford R R.,	–	–	–	685	15,560	19,935	43,226	6,772	2,717	
All other routes, . . .	31,830	23,600	59,842	7,657	–	4,226	–	–	–	–
Total bushels of Corn, .	10,928,815	7,089,621	7,768,582	8,242,656	8,701,875	6,086,466	9,292,256	12,540,815	12,926,594	16,644,928
RECEIPTS OF OATS – BUSHELS.										
Boston & Albany Railroad, .	2,135,709	2,096,900	2,313,693	2,818,524	2,534,226	2,254,921	2,005,374	3,618,447	5,334,919	4,352,155
Boston & Maine Railroad, .	976,783	994,099	1,807,763	1,242,920	1,078,396	1,473,737	1,990,616	2,781,471	1,663,644	2,277,458
Fitchburg Railroad, . .	3,367,621	2,776,275	3,160,819	2,917,545	2,779,769	2,494,605	1,837,415	2,522,609	5,534,847	4,267,023
New England Railroad, . .	639,600	861,195	626,887	840,066	860,758	768,670	1,496,543	1,147,883	1,005,525	1,045,742
N. Y., N. H. & Hartford R.R.,	–	–	–	28,190	38,300	134,188	495,739	111,376	155,097	
All other routes, . . .	65,878	84,250	180,580	–	–	–	–	–	–	–
Total bushels of Oats, .	7,185,591	6,812,719	8,089,742	7,847,245	7,291,449	7,126,121	7,825,687	10,181,786	13,694,032	11,942,378

* Year ending June 30.

Cost of Abolishing Grade Crossings.

When a commission appointed by the Superior Court, under the provisions of chapter 428, Acts of 1890, determines the manner in which a grade crossing is to be abolished, an estimate, more or less carefully made, is filed with the Board, and a certificate is issued thereon that the estimated cost to the Commonwealth will not exceed the limit fixed by chapter 428 of the Acts of 1890 and chapter 439 of the Acts of 1896.

The following table gives the cases determined by special commissions during the last railroad year and during the six months ending December 31 : —

Abolition of Grade Crossings determined by Special Commissions, and Estimated Cost of the Same.

RAILROAD.	Town or City.	Estimated Cost.
During the Year ending June 30, 1899.		
Boston & Maine (Conn. River),	Chicopee,	$275,287 53
Boston & Maine,	Arlington,	118,800 00
Fitchburg,	Gardner,	20,000 00
Fitchburg,	Fitchburg,	205,000 00
Norwich & Worcester (N.Y., N.H. & H.),	Auburn,	20,350 00
Old Colony (N. Y., N. H. & H.),	Middleborough,	131,000 00
During the Six Months ending December 31, 1899.		
Boston & Albany,	Pittsfield,	36,000 00
Boston & Maine,	Ipswich,	9,600 00
New York, New Haven & Hartford,	Uxbridge,	51,326 00
New York, New Haven & Hartford,	Easton,	30,096 00
New York, New Haven & Hartford,	Scituate,	19,000 00
New York, New Haven & Hartford,	West Stockbridge,	3,000 00

The amount of cost actually incurred by the Commonwealth in abolishing grade crossings, under the provisions of chapter 428 of the Acts of 1890 (as appears by the statement of the Auditor of the Commonwealth), up to January 1, 1900, is $3,451,364.16, as follows: —

Paid during the year 1892,		$87,056 29
Paid during the year 1893,		96,141 97
Paid during the year 1894,		271,202 57
Paid during the year 1895,		407,491 72
Paid during the year 1896,		874,211 81
Paid during the year 1897,		715,938 62
Paid during the year 1898,		488,981 18
Paid during the year 1899,		510,340 00
Total paid to January 1, 1900,		$3,451,364 16
Repaid by cities and towns in 1894,	$19,581 59	
Repaid by cities and towns in 1895,	39,477 95	
Repaid by cities and towns in 1896,	54,103 88	
Repaid by cities and towns in 1897,	72,379 47	
Repaid by cities and towns in 1898,	82,897 14	
Repaid by cities and towns in 1899,	78,010 99	
Total repaid to January 1, 1900,		346,451 02
Net amount paid to January 1, 1900,		$3,104,913 14
To be repaid by cities and towns,		624,966 22
Actual cost incurred to January 1, 1900,		$2,479,946 92

This is one quarter of the actual cost of abolishing grade crossings, the State paying 25 per cent, and the railroad companies and the cities or towns interested paying the balance. The total approximate cost of abolishing grade crossings under the act of 1890 is therefore $9,919,787.68. Add to this the cost under the special acts for abolishing grade crossings on the Boston & Providence Railroad, viz., $2,488,595.99, and it appears that the Commonwealth, railroad corporations and cities and towns have jointly expended, up to the present time, in abolishing grade crossings, $12,408,383.67.

The Commonwealth has paid on account of the abolition of grade crossings on the Boston & Providence Railroad, in the city of Boston and in the towns of Hyde Park and Dedham,

under special laws, Acts 1892, chapter 433, and 1896, chapter 257, up to January 1, 1900, $2,637,260.14.

Paid during the year 1894,		$23,958 60
Paid during the year 1895,		494,574 77
Paid during the year 1896,		696,407 89
Paid during the year 1897,		606,848 44
Paid during the year 1898,		432,465 00
Paid during the year 1899,		383,005 44
Total paid to January 1, 1900,		$2,637,260 14
Repaid by city or towns in 1895,	$2,799 16	
Repaid by city or towns in 1896,	15,793 70	
Repaid by city or towns in 1897,	24,237 38	
Repaid by city or towns in 1898,	27,822 92	
Repaid by city or towns in 1899,	78,010 99	
Total repaid to January 1, 1900,		148,664 15
Net amount paid to January 1, 1900,		$2,488,595 99
To be repaid by city or towns,		642,513 79
Actual cost incurred to January 1, 1900,		$1,846,082 20

Railroad Bridges.

The supervision of railroad bridges, under the provisions of chapter 334 of the Acts of 1887, has been conducted as heretofore by Prof. George F. Swain, the bridge engineer of the Board, and his report, which follows, shows the condition of bridges and the work done thereon.

Boston, December 31, 1899.

The Massachusetts Board of Railroad Commissioners,
Hon. James F. Jackson, *Chairman.*

Gentlemen: — I beg leave to submit the following report regarding the railroad bridges of the State.

Biennial Reports of Inspection.

During the year 1899 biennial reports of inspection have been received from the Boston & Albany Railroad, from the Boston & Maine Railroad for the Eastern and Western divisions, from the Boston, Revere Beach & Lynn Railroad, from the Fitchburg Railroad and from the New London Northern Railroad. Most of these reports have only been received within a few weeks and others are expected within a short time.

Number and Description of Railroad Bridges in Massachusetts, June 30, 1899.

RAILROADS.	Pile Bridges.	Wooden Trestles.	Wooden Stringers.	Braced or Trussed Stringers.	Wooden or Combination Trusses.	Stone or Brick Arches.	I-Beams.	Plate Girders.	Metal Riveted Trusses.	Metal Pin-connected Trusses.	Rails.	Pin-connected Metal Swing Bridges.	Metal Folding, Rolling Lift or Jackknife Draws.	Pratt, Howe or Wooden Jackknife Draws.	Plate Girder Swing Bridges.	Trussed Beam Swing Draws.	Total Spans Stone Bridges.	Total Wooden and Combination Bridges (Fixed Spans).	Total Metal Bridges (Fixed Spans).	Total Movable Bridges.	Grand Totals.	Total Length of Pile and Trestle Bridging (Approximate).
Boston & Albany,	7	4	–	–	5	49	51	82	68	–	–	–	2	2	–	–	49	16	201	4	270	3,510
Boston & Maine,	49	6	75	9	11	60	59	140	66	25	–	1	1	9	2	1	60	149	291	14	514	18,720
Boston, Revere Beach & Lynn,	5	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	5	–	2	7	5,890
Central New England,	1	–	–	–	–	–	–	5	–	2	–	–	–	–	–	–	–	1	7	–	8	–
Fitchburg,	14	9	3	1	18	23	15	114	4	23	–	–	–	1	–	–	23	45	156	1	225	4,212
Grafton & Upton,	1	–	3	–	1	1	–	1	–	–	–	–	–	–	–	–	1	5	1	–	7	50
Hoosac Tunnel & Wilmington,	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	20
New London Northern,	5	3	8	2	13	1	2	8	11	–	–	–	–	–	–	–	1	31	21	–	53	558
New York, New Haven & Hartford,	75	12	100	13	17	123	39	351[1]	12	28	4	2	1	2	1	–	123	214	437	6	780	15,821
Totals,	157	35	189	25	65	257	166	701	161	78	4	3	4	14	4	2	257	467	1,114	27	1,865	48,781
Deduct as counted twice,	–	–	–	–	–	–	–	4	–	–	–	–	–	–	–	–	–	–	4	–	4	–
Net totals,	157	35	189	25	65	257	166	697	161	78	4	3	4	14	4	2	257	467	1,110	27	1,861	48,781

[1] Including 2 steel arches.

Number and Description of Railroad Bridges.

The table on the preceding page gives the number and description of railroad bridges in this Commonwealth June 30, 1899, and is similar to the tables published in my previous reports. Each span of truss bridge, plate girder or wooden stringer, resting on masonry supports and having a span of ten feet or more, is here counted as one bridge; while wooden trestles or pile bridges are counted as but one bridge each, however great their length.

Lengths of Wooden, Stone and Iron Bridging.

The following table shows the total length of bridges of wood, stone and iron on the different railroads in this Commonwealth June 30, 1899: —

Length of Bridging of Wood, Stone, and Metal, June 30, 1899.

RAILROADS.	Wooden Bridges.		Stone Bridges.		Metal Bridges.	
	Number.	Total Length (Feet).	Number.	Total Length (Feet)	Number.	Total Length (Feet).
Boston & Albany, . . .	18	3,997	49	1,234	203	10,897
Boston & Maine, . . .	159	21,668	60	1,228	295	16,838
Boston, Rev. B. & Lynn, .	6	5,928	–	–	1	100
Central New England, . .	1	90	–	–	7	580
Fitchburg, ...	46	5,727	23	471	156	8,013
Grafton & Upton, . . .	5	130	1	15	1	46
Hoosac T. & Wilmington, .	1	20	–	–	–	–
New London Northern, .	31	1,966	1	19	21	1,459
N. Y., N. H. & Hartford, .	216	18,917	123	3,186	441	18,821
Totals, ...	483	58,443	257	6,153	1,125	56,754

It appears from this table that the total length of bridging in this State is about 23 miles. As compared with the table given in the report of last year, the number of wooden bridges has decreased by eight and the length has decreased by 889 feet; the number of stone bridges has increased by seven and the length by 346 feet, but this is largely on account of the inclusion this year of a number of short spans which had not previously been reported; the number of metal bridges has increased by 27 and the length by 1,390 feet.

The total number of bridges in the State is now 1,861, or 26 greater than stated a year ago. One new railroad has been constructed during the past year, namely, the Central New England, with 8 bridges according to the classification adopted in this report.

Summary of Bridge Work done during the Year ending June 30, 1899.

The following table shows the most important bridge work done during the year, leaving out of account minor repairs : —

Bridge Work done in the Year ending June 30, 1899.

RAILROADS.	New Bridges Built.			Bridges Rebuilt.			Bridges Strengthened.		
	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.
Boston & Albany, . . .	–	–	3	–	–	7	–	–	8
Boston & Maine, . . .	1[1]	–	1	18[2]	–	4	1	–	–
Boston, Revere Beach & Lynn,	–	–	–	–	–	–	–	–	–
Central New England, . .	1	–	7	–	–	–	–	–	–
Fitchburg, ...	–	–	–	4[3]	–	–	–	–	23
New London Northern, . .	–	–	–	–	–	–	1	–	–
N. Y., N. H. & Hartford, .	–	–	11	8[4]	–	4[5]	–	–	–
Totals, ...	2	–	22	30[6]	–	15[7]	2	–	31

[1] Temporary.
[2] 3 as metal, 15 as wood.
[3] 3 wood as 4 wood, 1 wood as steel.
[4] 5 as wood, 3 as steel.
[5] 3 as steel, 1 as stone.
[6] 23 wood as 24 wood, 7 as steel.
[7] 14 as steel, 1 as stone.

The following is a more detailed statement of the work which has been done on the different roads during the year : —

On the *Boston & Albany Railroad*, one new I-beam bridge and one new plate girder bridge have been built on the new location on the line near Westborough and one additional new plate girder has been built near Boston. The number of bridges has increased by three, the increase in length being 130 feet. Seven plate girder bridges have been rebuilt. Eight iron bridges have been strengthened, all of them in the floor system. Of these, all but two had already been strengthened since 1887.

On the *Boston & Maine Railroad*, the following work has been done on the different divisions : On the *Eastern* division, one pile bridge has been strengthened and one wooden truss rebuilt as a wooden trestle. On the *Western* division, no work of importance,

Summary of Bridge Work done since July, 1887.

RAILROADS.	NEW BRIDGES BUILT.			BRIDGES REBUILT.			BRIDGES STRENGTHENED			BUILT NEW AND REBUILT.*		STRENGTHENED.*	
	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.	Number.	Per Cent.	Number.	Per Cent.
Boston & Albany,	6	2	51	34[1]	–	33	4	–	51	123	45.6	55	20.4
Boston & Maine,	5	2	38	185[2]	–	25[3]	14	–	18	257	50.0	32	6.2
Boston, Revere Beach & Lynn,	–	–	–	7	–	–	–	–	–	7	100.0	–	–
Central New England,	1	–	7	–	–	–	–	–	–	7	100.0	–	–
Fitchburg,	8	–	12	27[4]	1[5]	30[6]	17	–	55	77	34.0	72	32.0
Grafton & Upton,	5	1	1	–	–	–	1	–	–	7	100.0	1	14.0
Hoosac Tunnel & Wilmington,**	–	–	–	–	–	–	–	–	–	–	–	–	–
New London Northern,	–	–	2	27[7]	–	1	16	–	1	29	55.0	17	32.0
N. Y., New Haven & Hartford,	15	23	112	204[8]	6[9]	54[10]	46	4	42	412	53.0	91	12.0
Totals,	40	28	223	484	7	143	98	4	167	919	49.4	268	14.4

[1] 7 as wood, 1 as stone, 26 as 27 metal.
[2] 102 as wood; 83 as 85 metal
[3] 4 as wood; 21 as metal.
[4] 12 as 13 wood; 15 as metal.
[5] As metal.
[6] 3 replaced by 1 stone; 27 as metal.
[7] 13 as wood; 14 as metal; but one less than 10 ft. span.
[8] 134 wood replaced by 131 wood; 70 metal replaced by 71 metal.
[9] As stone.
[10] 4 as stone; 46 as metal; 4 as wood.
* Of present bridges.
** A number of bridges filled.

except minor repairs, has been done. On the *Southern* division, four spans of plate girder at Lowell, originally built in 1862, have been rebuilt; seven wooden stringers have been rebuilt as wooden stringers; three wooden stringers have been replaced by plate girders; three wooden trestles have been replaced by keyed beams, two wooden trestles replaced by trussed wooden beams, and one new pile bridge has been built. On the *Connecticut River* division, one new plate girder has been built. On the *Worcester & Nashua* division, two wooden stringers have been rebuilt.

On the *Boston, Revere Beach & Lynn Railroad*, the only work of importance has been the repairing of pile bridge No. 7 and the filling in of 770 feet in length of this bridge.

On the *Fitchburg Railroad*, twenty-one plate girders and two iron trusses have been strengthened; one trussed wooden stringer has been replaced by plate girders; three wooden trestles have been rebuilt and one of them separated into two parts, and several other bridges have been repaired.

On the *New London Northern Railroad*, one Howe truss has been strengthened by horses, but no important work has been done.

On the *Central New England Railroad*, one pile bridge has been built and also a long bridge consisting of two spans of pin-connected trusses and five spans of plate girders.

On the *New York, New Haven & Hartford Railroad*, the following work has been done on the different divisions: On the *Berkshire* division one trestle has been replaced by plate girders and another trestle repaired. On the *Northampton* division, one pin-connected truss has been replaced by plate girders. On the *Midland* division, one wooden stringer has been replaced by I-beams, one trussed stringer replaced by plate girders, one plate girder replaced by a stone arch, and one plate girder replaced by a pin-connected truss. On the *Old Colony* system, eight spans of new plate girder and two short trough spans over subways have been built and one I-beam has been replaced by plate girders, on the Dedham branch; five wooden stringers been rebuilt, one new plate girder built to separate grades, and five pile bridges repaired.

Summary of Bridge Work since 1887.

The table on the preceding page gives a summary of the bridge work done on the several roads since the law providing for the inspection of bridges went into effect, in July, 1887.

Respectfully submitted,

George F. Swain.

Special Report on Passenger Fares and the Transportation of Bicycles and Baggage.

Under the resolve, chapter 57 of the Resolves of 1899, the Board submitted the following special report: —

Resolve directing the Board of Railroad Commissioners to investigate and report upon the Rates charged by Railroads within the Commonwealth for the Transportation of Passengers, Bicycles and Baggage.

Resolved, That the board of railroad commissioners is hereby instructed to investigate the matter of passenger fares upon the several railroads operating within the Commonwealth, and the question of uniformity thereof, and the rates and regulations for carriage of bicycles and of baggage of passengers upon said railroads, and report whether in their judgment any legislation is necessary as to such rates or regulations, and especially whether any charge should be made for the transportation of bicycles or of baggage, and whether a uniform rate, not to exceed two cents a mile, should be charged for passenger transportation on said railroads within this Commonwealth, and to investigate the uniformity of suburban rates, the extension of suburban limits, and the feasibility of the railroads issuing five hundred mile mileage books at two cents per mile, such report to be made if practicable to this general court, otherwise on or before January fifteenth to the next general court.

The work of the Board during the past year has been seriously interrupted by the resignation of Hon. John E. Sanford, its chairman. The loss of his distinguished services necessarily postponed the inquiry under this resolve until late in the year. A thorough investigation into, with a report of any value upon, the entire group of questions presented in this resolve, so far-reaching in their scope, has been impossible within the limited time at our command since the reorganization of the Board in October. We have been able, however, to complete our investigation under that part of the resolve relating to the rates and regulations for the carriage of bicycles and baggage of passengers, the uniformity of suburban rates, and the extension of suburban limits. We respectfully suggest that we continue the inquiry into the rates charged generally for carriage of passengers throughout the State and the question of a uniform rate per mile upon all railroads, and include the results of the inquiry in the next annual report of the Board. In the additional time thus granted, a consideration can be given to these matters which will be more commensurate with their importance and the public interest in the subject. The inquiry can then extend into a comparison between the rates charged and conditions existing in this State with the rates

charged and conditions existing elsewhere, a knowledge of which cannot fail to be profitable in the discussion of this problem.

In the performance of our duty under the resolve, three public hearings were held, of which ample notice was given by publication in newspapers in various parts of the State, at such intervals as would tend to call attention to the discussion going on and the opportunity for all persons interested to present their views. At these hearings the railroad corporations were represented by their counsel, and those particularly interested in the several questions involved were represented by advocates. At the conclusion of the hearings the investigation was further pursued by the exercise of the authority conferred upon the Board by statute to require such information as it desires from those in charge of the management of the railroads and through such other methods as were deemed profitable.

Carriage of Bicycles.

This subject had already been twice considered by the Board, first under a resolve of the Legislature of 1896 and again upon petition of the Massachusetts Division of the League of American Wheelmen a year ago. The conclusions then reached by the Board are set out in their annual reports of January, 1897, and of January, 1899. The facts presented at the recent hearings were substantially those which had been presented at the previous hearings. Aside from the fact that the number of bicycles carried over the railroads in the aggregate was less during the past year than during the year before, and that to some extent improved facilities for carrying them had been furnished, no new conditions appear to have arisen. The discussion of the subject, however, would seem to have taken a somewhat different trend at the different hearings. At the hearing of 1896 the principal complaint urged was that the rates then being charged were unreasonably high. As a result of the agitation at that time a tariff was adopted by agreement between the parties interested, making a material reduction in these rates and establishing them upon a basis deemed just and reasonable. At the hearing of last year it was urged that there should be a change in this tariff by making the charge in all cases one of ten cents. It was shown, however, that the bulk of the bicycle transportation was within a distance that brought it under the ten cent charge as fixed in the tariff. In view of this and of the evident necessity of unusual care and attention in handling bicycles in order to secure safe transportation, no change was recommended. The argument addressed to us at the last hearing was to the point that a bicycle should be considered personal baggage, and as such should be transported free of charge. An accepted definition of baggage is "articles of necessity or con-

venience for personal use and such as it is usual for persons travelling to take with them." It is said, in the opinion delivered by Mr. Justice Fletcher in the case of Jordan *v.* Fall River R. R. Co., 5 Cush. 72, that "It is impracticable to prescribe an exact rule or to define with precision what may properly be included in the term baggage as used in connection with travelling in public conveyances." It has been decided in one case in the United States that a bicycle is personal baggage within the legal meaning of that term. On the other hand, it has been decided in an English court that a bicycle is not personal luggage. There is now pending in the courts of this Commonwealth a case which will probably reach final decision within a year, in which this is the sole question at issue. Although the changing customs of travel might tend, from time to time, to bring within the legal definition of baggage articles of one kind and another that had never before been thought to fall within it, to extend the legal definition so as to include bicycles would seem to open the gate to free transportation unreasonably wide. As suggested in an English paragraph, a bicycle is a vehicle and belongs on the roadway, not on the sidewalk with parcels and personal bundles. If a bicycle is transported free why not other vehicles? In a number of states bicycles have been declared to be baggage by statute and in others by agreement between the parties they are transported upon the railroads free of charge. Aside from the question of the constitutionality of such legislation, we are not persuaded that there is any reasonable demand for it in this State in view of the present moderate charge for transportation. We believe the strength of the argument of those favoring legislation that by carrying bicycles free the railroads would gain more in revenue from increased travel than they would lose by giving up the tariff, should be left to the decision of the parties interested as a business proposition. Inquiry into the results of the recent legislation upon this matter in the State of New York shows widely different views on the part of different railroad managements and on the part of wheelmen. The managers of certain systems that have a peculiar interest in the encouragement of travel of this kind have concluded that as a business policy free transportation of bicycles is productive of good results, and have accordingly changed their attitude upon the matter. Others maintain that it works a loss of revenue and is an unreasonable requirement. In view of all the circumstances, we recommend no legislation upon this subject.

Charge upon All Baggage.

The advisability of a radical change in the custom prevailing in this Commonwealth and as far as we know throughout the United States by the introduction of a rule that there should be a charge for

transportation upon all personal baggage was urged at the public hearing by the representatives of the League of American Wheelmen and by others. It was stated by the first-named gentlemen that should all baggage carried on passenger trains be subject to a tariff, there would be no further demand on their part for free transportation of bicycles.

It seems to the Board that such a reversal of established policy would be a step backward rather than forward. It is urged that free transportation of personal baggage is inequitable in that it imposes upon the traveller without baggage the burden of paying for the carrying of his neighbor's trunk as a part of the expense which determines the price of his ticket. While theoretically this may be so, the burden is a trifling one to the individual and is, generally speaking, compensated by the fact that the greater proportion of passenger traffic where no baggage is carried is in the districts where much lower rates of fare are in vogue, as, for example, upon suburban trains.

Moreover, the experience of travellers in other countries, in some of which it is the rule to have all personal baggage subject to charge, proves that this plan works great annoyance and inconvenience. The delay and trouble caused at stations, particularly where there is much travel, in fixing the amount of charge by weight or otherwise and arranging for payment and receipt, as well as the tendency to load the seats and available space with bundles retained by the passenger in his personal care from economic or other reasons, is considerable, and the cause of much provocation. The last-named evil would be felt with peculiar force in cars constructed as our passenger cars are, which are provided with limited space for small parcels and with narrow passageways through which all passengers must pass. As stated in a judicial opinion where this topic was under consideration, "It is now well settled and is a matter of great and general convenience and accommodation in this age of universal and perpetual travelling, that passenger-carriers are responsible for the baggage of a passenger, and that the reward for conveying the baggage is included in the passenger's fare."

It may safely be said that in allowing to passengers free transportation for a reasonable amount of personal baggage and in the method of handling baggage, the railroads of this country are in advance of all others. For this reason we recommend no legislation on this subject.

Extension of Suburban District.

Very little unfavorable comment has been made upon the present limits of the suburban district. The territory included in a radius of fifteen miles out from Boston has now been commonly accepted as

the suburban district. In the effort to fix any arbitrary boundary line some dissatisfaction will always exist. A further extension of this territory would only call out new criticism of the same kind as that made as to the present boundary. There seems to be no general demand at present for any extension, and no apparent reason why there should be.

Uniformity of Suburban Rates.

The subject of suburban fares was before the Board under a resolve of the Legislature of 1898, and the report upon it appears in the annual report of the Board of January, 1899.

A description is there given of the character of the suburban traffic and of the varieties of tickets in use. No change appears to have been made during the past year in respect to these matters.

Particular attention was given in that report to the discussion of a proposed twelve-ride ticket, to be issued upon the same terms as the fifty-ride ticket now in use. After careful consideration the Board were then of the opinion that the introduction of such a ticket would involve a loss of revenue in the suburban business and that they could not recommend it under existing circumstances. At the recent hearings the subject of a twelve-ride ticket was again brought up. The Board have therefore re-examined the grounds upon which their former conclusions as to this ticket were based. Statistics covering even a broader field of investigation were furnished upon request, and have been closely inspected. Making due allowance for the difficulty of ascertaining from these figures the exact effect produced upon the general result by one only of several contributing causes, the Board feel reinforced in their position that the introduction of a twelve-ride ticket upon all railroads would work a decided reduction in revenue, affecting them in different degree according to the character of their suburban business and its relation to the entire traffic.

In circumstances of established prosperity a readjustment of fares, even though it should cause some loss of revenue, might fairly be required in the public interest and therefore be a change which the railroads ought to recognize and which in the absence of such recognition the Board might properly recommend. It is apparent, however, that at present the suburban business of the railroads is not established upon a prosperous and permanent basis. The figures furnished at the request of the Board, giving the standing of the suburban as separate from the general business of the four principal railroads during the past year, are interesting. The annual returns from these railroads show the effect to some degree of the general improvement in business. The total number of passengers carried upon all the railroad lines within the State in 1899 was 102,043,980, — an increase over the previous year of 103,258; the total gross

revenue received from this source was $30,310,157.30, — an increase over the previous year of $504,399.48, while on the contrary the accounts as made up by the several companies relating exclusively to suburban business, for the year 1899 show a decrease of 1,520,697 in the total number of passengers carried and a decrease in revenue from this source of $155,723.52, as compared with the number of passengers carried and revenue received in the preceding year. In one case only, that of the New York, New Haven & Hartford Railroad, there was a very slight increase in the number of passengers carried and in the revenue derived therefrom. In other words, the suburban business still continues to decline while the general business has begun to improve. As stated in our former report, only the existence of exorbitant and unreasonable suburban rates would under such conditions justify a readjustment which should cause a material reduction in revenue. And it is not claimed that the suburban rates are exorbitant. It is admitted that they are "in no case extravagantly high and in some instances low." But it is urged that they are marked by inequalities and create improper discriminations. It is a recognized principle that however the rule may be among men conducting purely private enterprises, carriers of passengers are justly required in dealing with the public to afford as far as possible equal facilities and privileges to all persons, and accordingly every effort that can fairly be made should be made to bring about as soon as may be the nearest practicable approach to uniformity in railroad rates and methods.

Various plans for improving the methods now in use for the issue and sale of tickets have been presented. One plan suggests an average rate of fare per mile in the suburban district based upon the average cost per mile of operation. Much can be said in favor of this as an equitable proposition, but its adoption would result in the immediate increase of fares in many instances. Another plan recommends the season or time ticket to the exclusion of trip tickets as affording the best basis for securing the lowest rate of fare in accordance with recognized business principles. In theory this is attractive, but in experience such tickets, in comparison with the trip ticket, owing to the untransferable character of the former and the possible loss from non-use, have proved unpopular with a large class of the travelling public. The doing away with all tickets except a single ticket, to be issued in small or large quantities but at substantially the same price, is another proposition.

It is obvious that in considering the adoption of a remedy attention must be given to existing conditions and the extent and nature of the evil. The average rate of suburban fares per mile upon the different lines is as follows: —

Boston & Maine,	$0.0138
New York, New Haven & Hartford,	.0130
Boston & Albany,	.0122
Fitchburg,	.0085

While there is here shown quite a difference between the Fitchburg rate and that of the other three railroads there is otherwise an approach to substantial uniformity in these averages. Inequalities in fares in particular instances are found to exist as between different railroads and also between the several divisions of consolidated systems. These differences and inequalities are readily explainable from the varying conditions that have attended the development of the different railroads. They are acknowledged to be the outgrowth of the policies adopted in the past in railroad management in meeting competition and in making concessions from time to time for business reasons to one and another community. But marked dissimilarities are found as well in the character of the suburban business of the four railroads. The amount of mileage, the density of traffic and the relative bearing of the suburban upon the whole traffic are all varying quantities. The earnings show more favorable results in one case than in another. The great problem, however, of the present and future of the suburban business of the railroads is the competition with electric street railways. These railways, paralleling more and more the railroad lines, are growing in number and power. The older competition between railroads that tended to bring about in many instances the present inequalities and which to some extent is still active has been replaced in large part by this more effective and far reaching competition, the result of which is of necessity felt by the railroads in unequal degree.

These dissimilarities in conditions are disturbing factors in the attempt to secure at present a uniformity of rates and methods by general regulation. In view of this and of the present unsettled state of affairs we believe it wise for a while longer to await action by the railroads toward securing greater uniformity and a better system of fares in the suburban district. This matter must of necessity receive their attention in connection with the urgent reasons for adopting measures that will insure a successful conduct of suburban business. There is ground for believing that there are at work agencies which will in the near future lead to the placing of the suburban business upon a more satisfactory basis and one that may separate it more completely from the long distance and through traffic.

There were called to our attention a few marked cases of inequalities existing upon the different divisions of the same railroad system which we believe can be promptly remedied to a greater or less

extent. It is reasonable to expect an effort in this direction without further delay on the part of the companies. Should no action be taken by them the statutes afford an opportunity for bringing these cases individually before the Board when they can be dealt with independent of other complications.

The discussion of mileage books is naturally connected with that of a uniform rate per mile throughout the State, for a proper consideration of which we have suggested in the opening of this report a further opportunity for inquiry.

Workingmen's Trains.

The subject of workingmen's trains was brought up at the hearings before the Board. The statutes of the Commonwealth already clothe the Board with authority to determine the hours at which morning and evening trains of this character shall be run. It was claimed that there was need of more than one such train in the morning and evening. By the introduction of a few words into the statute the authority to determine not only the hour but the number of trains could be granted to the Board and the necessity for such trains be determined upon application of the parties interested.

South Terminal Station.

This station is now in full use, the traffic of the Boston & Albany Railroad Company and of the New York, New Haven & Hartford Railroad Company having been transferred to it during the past year. The construction of a subway for the use of suburban trains, which was a part of the work contemplated under the plans approved by the Board in connection with this station, has not been as yet completed, so that at present the entire traffic of these two companies passes into and from this station over the surface tracks, making this locality an exceedingly busy one. About seven hundred and twenty-eight regular trains pass over these tracks daily, involving nearly twenty-five hundred train movements. A very large proportion of these trains are engaged in the suburban business. The completion of the subway in providing for their removal would greatly relieve these tracks. While the system of signals in use here is of an approved character, and the facilities afforded would seem adequate for a proper and safe conduct of the business carried on, the multiplicity of tracks and the great number of trains passing over them require a

larger degree of care on the part of those operating trains than is ordinarily demanded.

Several accidents have happened during the past three months in this vicinity, some within and some outside the terminal grounds. Inquiry into the circumstances attending the two more serious ones has shown that they were due to a failure to observe regulations, a failure fairly attributable in part at least to lack of familiarity with the conditions of a new and complex system.

Further experience with a consequent appreciation of the imperative demand for caution in operating trains should tend to make such accidents less frequent. Such experience may also indicate the wisdom on the part of the management of reducing to some extent the speed of trains in this locality in view of the exacting requirements otherwise made for the exercise of extraordinary care on the part of employees.

No reports of accidents happening upon the premises of the terminal company are forwarded to the Board by that company, it being claimed that the terminal company is not a railroad corporation, and therefore is under no obligation to make such reports. As this claim is probably well founded under the law as it now stands, it is a question whether the statutes in this respect should not be amended. This suggestion is based upon the fact that all trains while upon the terminal premises are there operated under the rules of the terminal company. If that company is regulating railroad business, it would seem that it should be subject to the laws governing railroad corporations, as far as they are applicable.

COMMISSIONERS' REPORT.

Part 2.

STREET RAILWAY COMPANIES.

STREET RAILWAYS.

Massachusetts Street Railway Companies.

Annual reports for the year ending September 30, 1899, have been received from one hundred and sixteen street railway companies — thirteen more than in 1898.

No return was received from the Norfolk Southern, but this company having been placed by the Court in the hands of a receiver, in the early part of November, 1899, the Board have been furnished, by the courtesy of the Receiver, with the main statistics in relation to the company, and in computing the number of street railway reports received as above these figures have been taken as a report.

The Arlington & Winchester, having been consolidated (October 1, 1898) with the Mystic Valley, the Fall River (April 30, 1898) with the Globe, the Hull (March 1, 1898) with the Hingham, the Milford & Hopedale (December 1, 1897) with the Milford, Holliston & Framingham; the Nantasket Electric (March 1, 1898) with the Hingham, and the People's (April 30, 1898) with the Lowell, Lawrence & Haverhill, three companies have been dropped from the list.

During the last fiscal year the Braintree was consolidated (May 1, 1899) with the Quincy & Boston; the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, and the Rockland & Abington (July 15, 1899) were consolidated under the name of the Hanover and the name of the consolidated company changed to the South Shore & Boston; the Mansfield & Easton, the Mansfield & Norton; and the Norton & Attleborough (August 1, 1899) were consolidated with the Norton & Taunton; but the consolidated companies have made returns to these several dates and appear in this report.

Fifteen new companies were organized during the last fiscal year under the general law: The Amesbury & Hampton; the Blue Hill; the Clinton & Hudson; the Easton; the Gardner, Westminster & Fitchburg; the Georgetown, Rowley & Ipswich; the Grafton, Upton & Milford; the Holbrook & Weymouth; the Lexington & Boston; the Needham & Boston; the

New Bedford, Middleborough & Brockton; the Norfolk Western; the Northampton & Amherst; the Stoughton & Randolph; and the Worcester & Webster. The railways of five of these companies were in operation at the end of the year, the railways of seven were in process of construction, and three companies had not commenced to construct a railway.

The Citizens' Electric was chartered in 1899 by special act to purchase the franchise and property of the Newburyport & Amesbury, and having done so has commenced operating the railway and made its first return.

The Templeton, chartered in 1896 by special act, is constructing its railway; the Milford, Attleborough & Woonsocket, chartered in 1898 by special act, is also constructing its railway; the Plymouth & Sandwich, chartered in 1898 by special act, has constructed its railway and commenced operation. These companies have been added to the list and have made reports.

The South Shore & Boston, being a consolidation of the companies before named, by change of name from the Hanover, has also been added to the list.

Two companies were chartered in 1899 by special act: the Berkshire & Canaan and the Waltham, Ayer & Pepperell. Neither of these companies made a report, nor, so far as known to the Board, has commenced to construct a railway.

At the end of the year, eighty-one out of the one hundred and sixteen reporting companies were operating their railways; the railways of thirteen companies were operated by other companies under lease or contract; ten companies had organized and were constructing their railways; three companies had organized and paid in a portion of their capital stock, but had not commenced the construction of their railways; and nine companies had been consolidated with other companies during the year.

Railway Construction and Mileage.

New Construction.

As will appear in the following tables, there have been added the last year to the mileage* of the Massachusetts companies

* Street railway mileage has usually been computed on a different basis from railroad mileage — the latter being based on length of *line* between terminal points, without regard to number of tracks, and the former on length of *main track;* so that a *double-track* street railway line 10 miles long has been credited with a mileage of 20 miles. In this and other recent reports street railway mileage is given according to both length of *line* and length of *main track.* See 27th Annual Report, January, 1896, page 86.

162.426 miles of street railway line, and 35.136 miles of second main track — making 197.562 miles of additional main track. There have also been added 3.487 miles of side track — making a total addition of 201.049 miles of track reckoned as single track.

Mileage Owned.

The Massachusetts companies now own, as shown in the following table, 1,491.885 miles of street railway line, 243.652 miles of second main track, and 110.172 miles of side track — making the total length of track owned 1,845.709 miles. The increase over the previous year is also stated in the table : —

Street Railway Mileage Owned, 1898 and 1899.

MILEAGE OWNED.	1898.	1899.	Increase.
	Miles.	Miles.	Miles.
Length of railway line, . . .	1,329.459	1,491.885	162.426
Length of second track, . . .	208.516	243.652	35.136
Total length of main track, .	1,537.975	1,735.537	197.562
Length of side track, . . .	106.685	110.172	3.487
Total, reckoned as single track,	1,644.660	1,845.709	201.049

Mileage Operated.

The next table shows the length of main track operated, September 30, 1898 and 1899, and the motive power used.

Mileage Operated and Motive Power Used, 1898 and 1899.

MAIN TRACK OPERATED.*	1898.	1899.	Increase.
	Miles.	Miles.	Miles.
By horse power only, . . .	7.497	4.755	2.742†
By electric power only, . . .	1,570.304	1,731.840	161.536
By horse and electric power, . .	13.151	2.690	10.461†
Total main track operated, .	1,590.952	1,739.285	148.333

* Including trackage rights. † Decrease.

All of the street railway mileage owned and operated as above is located in this State, excepting 4.375 miles of main track and .433 miles of side track belonging to the Interstate Consolidated, and 16.453 miles of main track and .400 miles of side track belonging to the Woonsocket — in all 21.661 miles of track — which are located in the State of Rhode Island.

The following table gives the number of existing street railway companies, the length of main track owned, and the length equipped for horse and electric power respectively, at intervals of ten years from 1860 to 1880, and for each year of the last decade: —

Number and Mileage of Street Railway Companies, 1860, 1870, 1880, and 1889–1899.

YEARS.	Number of Companies.	Total Length of Main Track.*	Increase.	Equipped for Horse Power.	Equipped for Electric Power.
		Miles.	Miles.	Miles.	Miles.
1860, . . .	20	88.87	–	88.87	–
1870, . . .	23	139.44	50.57	139.44	–
1880, . . .	29	222.54	83.10	222.54	–
1889, . . .	46	574.17	351.63	523.65	50.52
1890, . . .	48	612.38	38.21	451.52	160.86
1891, . . .	56	672.45	60.07	383.42	289.03
1892, . . .	61	754.85	82.40	258.55	496.30
1893, . . .	60	874.14	119.29	163.06	711.08
1894, . . .	68	928.84	54.70	103.87	824.97
1895, . . .	75	1,077.99	149.15	61.80	1,016.19
1896, . . .	83	1,276.75	198.76	35.13	1,241.62
1897, . . .	93	1,413.66	136.91	11.95	1,401.71
1898, . . .	103	1,537.98	124.32	7.50	1,530.48
1899, . .	116	1,735.54	197.56	4.76	1,730.78

* Length of main track *owned*.

Cost and Capital Investment per Mile.

The average cost of the street railways of the State per mile of main track (including the cost but not the length of side track), as it stood on the books of the companies September 30, 1899, was $22,862.76 for construction; $8,517.83 for equipment; and $11,597.93 for lands, buildings (including power plants) and other permanent property — making a total average cost of $42,978.52 per mile of main track.

The following table gives the average cost, classified as above, and also the average capital investment (amount of outstanding capital stock and net debt), per mile of main track, as reported by all of the companies at the end of each of the last ten years: —

Cost and Capital Investment per Mile of Main Track, 1890–1899.

YEARS.	Construction.	Equipment.	Other Permanent Property.*	Total Cost per Mile.	Capital Investment per Mile.†
1890, . . .	$17,335	$10,658	$11,415	$39,408	$38,256
1891, . . .	17,919	11,614	12,202	41,735	40,890
1892, . . .	19,520	15,215	12,558	47,293	46,184
1893, . . .	26,792	11,739	15,455	53,986	53,367
1894, . . .	26,748	11,528	15,356	53,632	52,963
1895, . . .	23,984	10,479	14,266	48,729	49,120
1896, . . .	23,396	9,805	12,840	46,041	46,373
1897, . . .	22,755	9,374	12,329	44,458	44,683
1898, . . .	22,537	8,957	11,735	43,229	44,958
1899, . . .	22,863	8,518	11,598	42,979	45,040
Averages, .	$22,385	$10,789	$12,975	$46,149	$46,183

* Chiefly lands and buildings. † Outstanding capital stock and net debt.

In the next table, the cost and capital investment per mile of main track are given for each of the ten leading street railways* of the State, as reported to the Board by the several companies owning the same, September 30, 1899: —

* Including all the railways that carry over 4,000,000 passengers a year.

Cost and Capital Investment per Mile of Main Track (Ten Railways).

RAILWAYS.	Construction and Equipment.	Other Permanent Property.	Total Cost per Mile.	Capital Investment per Mile.
Brockton,	$27,391	$8,265	$35,656	$35,726
Globe (Fall River),	67,345	8,028	75,373	74,297
Holyoke,	22,138	9,060	31,198	29,150
Lowell, Law. & Haverhill,	38,474	10,668	49,142	47,710
Lowell & Suburban,	26,268	12,092	38,360	38,385
Lynn & Boston,	48,297	11,855	60,152	61,567
Springfield,	25,283	10,995	36,278	32,265
Union (New Bedford),	35,013	13,532	48,545	46,080
West End (Boston, etc.),	54,862	38,122	92,984	96,957
Worcester Consolidated,	35,657	4,743	40,400	38,242
Averages,	$43,698	$20,809	$64,507	$65,479

Assets and Liabilities.

The gross assets of the companies September 30, 1899, were $85,764,844.64. The several classes of assets, and the increase in each class as compared with 1898, are shown in detail in the following table: —

Gross Assets, September 30, 1898 and 1899.

ASSETS.	1898.	1899.	Increase.
Construction,	$34,661,007	$39,679,168	$5,018,161
Equipment,	13,775,625	14,783,010	1,007,385
Lands and buildings,	17,362,946	19,286,262	1,923,316
Other permanent property,	685,199	842,383	157,184
Cash and current assets,	7,130,861	6,053,677	1,077,184*
Miscellaneous assets,	3,991,688	5,120,345	1,128,657
Gross assets,	$77,607,326	$85,764,845	$8,157,519

* Decrease.

The gross liabilities at the same date, including capital stock, were $83,279,890.90. The several kinds of liabilities, and the amount of each as compared with 1898, were as follows: —

Gross Liabilities, September 30, 1898 and 1899.

LIABILITIES.	1898.	1899.	Increase.
Capital stock, . . .	$38,933,917	$41,380,143	$2,446,226
Funded debt, . . .	29,132,700	29,928,500	795,800
Real estate mortgages, .	40,100	32,400	7,700*
Current liabilities, . .	5,300,065	9,092,584	3,792,519
Accrued liabilities, . .	2,482,843	2,846,264	363,421
Gross liabilities,† . .	$75,889,625	$83,279,891	$7,390,266
Surplus, ...	1,717,701	2,484,954	767,253
Sinking and other special funds, ...	385,649	942,221	556,572

* Decrease. † Exclusive of sinking and other special funds.

It will be seen by comparing the last two tables, that while there was an increase in gross liabilities of $7,390,266 over the previous year, there was a gain of $8,157,519 in gross assets — a balance of $767,253 in favor of the companies, increasing by that amount their aggregate surplus.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are shown in the following table: —

Gross Assets, Liabilities and Surplus for Ten Years, 1890–1899.

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Percentage of Surplus to Capital.
1890, ...	$26,317,809	$25,611,989	$705,820	4.74
1891, ...	31,777,906	31,210,768	567,138	2.90
1892, ...	39,631,770	38,794,815	836,955	3.55
1893, ...	50,130,273	49,589,688	540,585	2.09
1894, ...	53,641,581	53,020,295	621,286	2.30
1895, ...	56,212,671	55,357,081	855,590	3.06
1896, ...	62,187,775	61,117,714	1,070,061	3.48
1897, ...	67,509,916	66,483,414	1,026,502	3.14
1898, ...	77,607,326	75,889,625	1,717,701	4.41
1899, ...	85,764,845	83,279,891	2,484,954	6.01
Averages, . .	$55,078,187	$54,035,528	$1,042,659	3.69

Income and Expenditures.

The total income of the companies from all sources, for the year ending September 30, 1899, was $19,519,337.68, and the total expenditures (including dividends) were $19,334,793.87 — leaving a net balance of $184,543.81 to carry to surplus.

The sources of total income, and the amount derived from each source as compared with 1898, were as follows: —

Total Income, 1898 and 1899.

INCOME.	1898.	1899.	Increase.
Gross earnings from operation, .	$16,915,405	$18,151,550	$1,236,145
Rentals from lease of railway, .	1,218,595	1,220,688	2,093
Income from other sources, . .	113,236	147,100	33,864
Total income, . . .	$18,247,236	$19,519,338	$1,272,102

The items of total expenditure, with the increase in each item over the previous year, are shown in the following table: —

Total Expenditures, 1898 and 1899.

EXPENDITURES.	1898.	1899.	Increase.
Expenses of operation, . .	$11,672,731	$12,378,487	$705,756
Interest on debt and loans, . .	1,568,044	1,622,688	54,644
Taxes, ...	854,802	1,188,735	333,933
Rentals of leased railways, .	1,279,515	1,304,617	25,102
Other charges on income, . .	338,142	521,869	183,727
Dividends paid, ...	2,076,233	2,318,398	242,165
Total expenditures, . .	$17,789,467	$19,334,794	$1,545,327
Surplus for the year, . . .	457,769	184,544	273,225*

* Decrease.

A comparison of the two preceding tables will show that the balance of total income above operating expenses was $7,140,851, and that the interest and other charges amounted to $4,637,909; leaving as the net divisible income $2,502,942 — which was less by $31,060 than the corresponding net for 1898.

Capital Stock and Dividends.

The aggregate capital stock of the one hundred and sixteen companies, September 30, 1899, was $41,380,143.33 — a net increase of $2,446,226.83 over the preceding year, resulting from additions and deductions in the case of the following companies: —

Additions: —

Amesbury & Hampton (a new company),	$50,000 00
Blue Hill (Canton, etc.) (a new company),	75,000 00
Brockton,	104,000 00
Boston, Milton & Brockton,	80,000 00
Citizen's Electric (Newburyport, etc.) (a new company),	190,000 00
Clinton & Hudson (a new company),	51,150 00
Commonwealth Avenue (Newton),	83,000 00
Conway Electric,	100 00
Easton (a new company),	4,000 00
East Taunton,	39,906 00
Gardner, Westminster & Fitchburg (a new company),	100,000 00
Georgetown, Rowley & Ipswich (a new company),	90,000 00
Grafton, Upton & Milford (a new company),	50,000 00
Holbrook & Weymouth (a new company),	2,500 00
Lexington & Boston (a new company),	122,125 00
Lowell & Suburban,	101,185 00
Martha's Vineyard,	1,600 00
Milford, Attleborough & Woonsocket (a new company),	100,000 00
Mystic Valley,	50,000 00
Needham & Boston (a new company),	10,000 00
New Bedford, Middleborough & Brockton (a new company),	326,575 00
Newton,	26,200 00
Norfolk Central (Dedham, etc.),	24,500 00
Norfolk Southern (Dedham, etc.),	77,500 00
Norfolk Western (Dedham, etc.) (a new company),	100,000 00
Northampton & Amherst (a new company),	76,740 83
Norton & Taunton,	180,000 00
Palmer & Monson,	23,970 00
Plymouth & Sandwich (a new company),	25,000 00
Quincy & Boston,	83,400 00
South Shore & Boston (Hingham, etc.) (a consolidated company),	690,000 00

Stoughton & Randolph (a new company),	$52,000 00
Templeton (a new company),	25,000 00
Webster & Dudley,	5,775 00
Wellesley & Boston,	15,000 00
West Roxbury & Roslindale,	50,000 00
Worcester & Clinton,	58,500 00
Worcester & Marlborough,	38,900 00
Worcester & Webster (a new company),	150,000 00
Woronoco,	75,000 00
Total additions to capital stock,	$3,408,626 83

Deductions: —

Arlington & Winchester (consolidated with the Mystic Valley),	$50,000 00
Braintree (consolidated with the Quincy & Boston),	100,000 00
Braintree & Weymouth (consolidated with the South Shore & Boston),	160,000 00
Bridgewater, Whitman & Rockland (consolidated with the South Shore & Boston),	85,000 00
Hanover (consolidated with the South Shore & Boston),	49,400 00
Hingham (consolidated with the South Shore & Boston),	188,000 00
Mansfield & Easton (consolidated with the Norton & Taunton),	70,000 00
Mansfield & Norton (consolidated with the Norton & Taunton),	20,000 00
Newburyport & Amesbury (sold under foreclosure),	80,000 00
Norton & Attleborough (consolidated with the Norton & Taunton),	40,000 00
Rockland & Abington (consolidated with the South Shore & Boston),	120,000 00
Total deductions from capital stock,	$962,400 00
Net increase of capital stock,	$2,446,226 83

During the year ending September 30, 1899, the Board authorized and approved, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, an increase and issue of capital stock by the several companies, and for the several amounts, shown in the following table: —

Issues of Capital Stock Authorized by the Board.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Amesbury & Hampton,	July 20, 1899,	$50,000
Boston, Milton & Brockton,	June 21, 1899,	80,000
Boston, Milton & Brockton,	July 7, 1899,	40,000
Brockton, Bridgewater & Taunton,	December 16, 1898,	50,000
Commonwealth Avenue,	November 14, 1898,	83,000
Commonwealth Avenue,	July 20, 1899,	34,000
East Taunton,	November 30, 1898,	50,000
East Taunton,	July 20, 1899,	60,000
Framingham, Southborough & Marlborough,*	December 12, 1898,	80,000
Framingham Union,	November 25, 1898,	30,000
Hanover (name changed to South Shore & Boston),	July 24, 1899,	690,000
Mansfield & Easton,	February 3, 1899,	100,000
Mansfield & Norton,	October 11, 1898,	40,000
Needham & Boston,	July 20, 1899,	50,000
Norfolk Western,	November 14, 1898,	90,000
Norfolk Western,	July 24, 1899,	10,000
Plymouth & Sandwich,	February 27, 1899,	25,000
Plymouth & Sandwich,	July 5, 1899,	35,000
West Roxbury & Roslindale,	November 22, 1898,	100,000
Worcester & Clinton,	December 13, 1898,	150,000
Worcester & Marlborough,	December 29, 1898,	40,000
Woronoco,	June 27, 1899,	75,000
Total amount authorized,		$1,962,000

* On the petition of this company its capital stock as fixed in its articles of association was reduced, December 12, 1898, from $120,000 to $80,000.

NOTE.—Issues of capital stock, in addition to the above, authorized by the Board from October 1, 1899, to December 31, 1899, inclusive, will be found in the Appendix.

Dividends.

The total amount of cash dividends declared the last year was $2,318,398 — an increase of $242,165 over the preceding year. Fifty-four out of the one hundred and sixteen companies paid dividends ranging from $1\frac{1}{2}$ to 8 per cent, and sixty-two companies, new and old, declared and paid no dividends.

Seventeen companies paid 8 per cent; one paid 8 per cent on preferred and 7 per cent on common stock; one paid 7 per

cent; eleven paid 6 per cent; one paid 5¼ per cent; five paid 5 per cent; three paid 4½ per cent; four paid 4 per cent; two paid 3¾ per cent; one paid 3½ per cent; three paid 3 per cent; three paid 2½ per cent; one paid 2 per cent; and one paid 1½ per cent.

The amount of the capital stock upon which dividends were paid of the fifty-four dividend-paying companies was $34,704,-100.00, on which the average rate of dividend was 6.68 per cent as against a corresponding rate of 6.17 per cent the preceding year. The amount of the capital stock of the sixty-two companies paying no dividends, including also the capital stock of the dividend-paying companies upon which no dividends were paid, was $6,676,043.33. Including the latter, the average dividend rate on the whole amount of capital stock outstanding at the end of the year, was 5.60 per cent, as against 5.33 per cent in 1898. Computed (as it more properly might be) on the mean amount of capital outstanding at the beginning and end of the year, this rate would be 5.77 per cent, as against 5.80 per cent in 1898.

The following table gives the total capital stock outstanding at the end of the year; the net divisible income after paying all expenses, taxes, interest, rentals and other charges; the amount of cash dividends declared; and the average percentage of dividends on total capital stock, for each of the last ten years: —

Capital Stock, Net Income and Dividends, 1890–1899.

YEARS.	Capital Stock.	Net Divisible Income.	Cash Dividends Declared.	Percentage on Total Capital Stock.
1890, ...	$14,879,130	$1,430,116	$963,154	6.47
1891, ...	19,553,952	1,299,153	1,100,015	5.63
1892, ...	23,590,536	1,905,680	1,582,697	6.71
1893, ...	25,883,575	1,993,399	1,716,637	6.63
1894, ...	26,971,275	1,812,668	1,610,886	5.97
1895, ...	27,906,685	2,257,355	1,606,196	5.76
1896, ...	30,727,818	2,280,776	1,802,847	5.87
1897, ...	32,670,273	2,593,147	1,965,243	6.02
1898, ...	38,933,917	2,534,002	2,076,233	5.33
1899, ...	41,380,143	2,502,942	2,318,398	5.60
Averages, . .	$28,249,730	$2,060,923	$1,674,231	5.93

Funded and Floating Debt.

The aggregate funded debt of the companies, September 30, 1899, was $29,928,500 — a net increase of $795,800 over the preceding year, resulting from additions and deductions in the case of the following companies: —

Additions: —	
Boston, Milton & Brockton,	$100,000 00
Brockton & East Bridgewater,	30,000 00
Framingham, Southborough & Marlborough,	60,000 00
Haverhill, Georgetown & Danvers,	35,000 00
Lynn & Boston,	310,000 00
Mystic Valley,	60,000 00
Norfolk Southern (Dedham, etc.),	125,000 00
Norfolk Western (Dedham, etc.),	100,000 00
Norton & Taunton,	160,000 00
Pittsfield Electric,	10,000 00
Quincy & Boston,	35,000 00
Shelburne Falls & Colrain,	300 00
South Shore & Boston (Hingham, etc.),	489,000 00
West Roxbury & Roslindale,	50,000 00
Worcester & Clinton,	115,000 00
Total additions to funded debt,	$1,679,300 00
Deductions: —	
Boston & Revere Electric,	$2,500 00
Braintree (consolidated with the Quincy & Boston),	35,000 00
Braintree & Weymouth (consolidated with the South Shore & Boston),	80,000 00
Bridgewater, Whitman & Rockland (consolidated with the South Shore & Boston),	85,000 00
Greenfield & Turner's Falls,	2,000 00
Hingham (consolidated with the South Shore & Boston),	174,000 00
Leominster & Clinton,	2,000 00
Newburyport & Amesbury (sold under foreclosure),	358,000 00
Norton & Attleborough (consolidated with the Norton & Taunton),	40,000 00
Rockland & Abington (consolidated with the South Shore & Boston),	100,000 00
Woonsocket,	5,000 00
Total deductions from funded debt,	$883,500 00
Net increase of funded debt,	$795,800 00

Floating Debt.

The amount of real estate mortgages outstanding September 30, 1899, was $32,400 — a decrease of $7,700 from the preceding year.

The total unfunded debt, including the above mortgages, was $11,971,248 — an increase of $4,148,240.

The gross debt, funded and unfunded, was $41,899,748 — an increase of $4,944,040.

The funded debt, unfunded debt, gross debt, cash and current assets, and net debt, for each of the last ten years, are shown in the following table: —

Funded, Unfunded, Gross and Net Debt, 1890–1899.

YEARS.	Funded Debt.	Unfunded Debt.*	Gross Debt.	Cash and Current Assets.	Net Debt.†
1890, . .	$6,027,942	$4,704,917	$10,732,859	$2,184,886	$8,547,973
1891, . .	7,316,500	4,340,316	11,656,816	3,713,164	7,943,652
1892, . .	9,970,150	5,234,128	15,204,278	3,932,490	11,271,788
1893, . .	14,109,000	9,597,113	23,706,113	2,939,010	20,767,103
1894, . .	19,188,000	6,861,020	26,049,020	3,825,887	22,223,133
1895, . .	22,284,500	5,165,896	27,450,396	2,428,150	25,022,246
1896, . .	24,236,000	6,153,896	30,389,896	1,911,651	28,478,245
1897, . .	28,007,600	5,805,541	33,813,141	3,370,650	30,442,491
1898, . .	29,132,700	7,823,008	36,955,708	7,130,861	29,824,847
1899, . .	29,928,500	11,971,248	41,899,748	6,053,677	35,846,071

* Including real estate mortgages. † Gross debt less cash and current assets.

During the year ending September 30, 1899, the Board authorized and approved, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, issues of bonds by the companies, and for the amounts, named in the table on the following page.

Issues of Bonds Authorized by the Board.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Boston, Milton & Brockton,	July 7, 1899,	$100,000
Framingham, Southborough & Marlborough,	December. 12, 1898,	60,000
Hanover,	July 24, 1899,	161,000
Haverhill, Georgetown & Danvers,	March 10, 1899,	35,000
Mansfield & Easton,	February 15, 1899,	80,000
Mansfield & Norton,	November 22, 1898,	40,000
Mystic Valley,	October 26, 1898,	60,000
Norfolk Southern,	May 31, 1899,	125,000
Norfolk Western,	July 24, 1899,	100,000
Webster & Dudley,	July 20, 1899,	30,000
West Roxbury & Roslindale,	November 22, 1898,	50,000
Worcester & Clinton,	December 29, 1898,	115,000
Woronoco,	June 27, 1899,	75,000
Total amount authorized,		$1,031,000

NOTE. — Issues of bonds, in addition to the above, authorized by the Board from October 1, 1899, to December 31, 1899, inclusive, will be found in the Appendix.

The net debt (the gross debt less $6,053,677 of cash and current assets) was $35,846,071 — an increase of $6,021,224. In computing the net debt, the sum of $5,120,345 returned under the head of "miscellaneous assets," covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

Volume of Traffic.

The total number of passengers carried during the last year on the railways of the one hundred and sixteen companies making returns to the Board, was 356,724,213 — an increase of 25,834,584 passengers over the previous year. The number of passengers carried on the street railways exceeded the number carried on the railroads of the State, by 254,680,233.

The total number of miles run by street cars was 73,367,235 — an increase of 5,160,817 miles over the previous year. The total number of round trips run was 7,104,843 — an increase of 216,867 in number of round trips. The average number of passengers carried per round trip was 50 — two more than in 1898.

The following table gives the total volume of traffic, itemized as above, for each of the last ten years : —

Volume of Traffic for Ten Years, 1890–1899.

YEARS.	Total Passengers Carried.	Total Car Miles Run.	Total Round Trips Run.	Average Passengers per Round Trip.
1890, ...	164,873,846	26,516,937	3,764,816	44
1891, ...	176,090,189	27,670,166	3,958,455	44
1892, ...	194,171,942	29,678,036	4,168,458	47
1893, ...	213,552,009	34,507,282	4,481,171	48
1894, ...	220,464,099	36,722,978	4,662,786	47
1895, ...	259,794,308	43,655,560	5,179,234	50
1896, ...	292,358,943	53,613,685	6,004,809	49
1897, ...	308,684,224	61,577,917	6,557,183	47
1898, ...	330,889,629	68,206,418	6,887,976	48
1899, ...	356,724,213	73,367,235	7,104,843	50

Density of Traffic.

By "density of traffic," as applied to street railways, may be understood the average annual number of passengers carried per total mile of main track operated. The density of traffic on a street railway system, other conditions being similar, is a measure of its earning capacity.

The following table shows the volume and the density of traffic the last year on all of the Massachusetts railways combined, and on the ten leading railways in detail: —

Volume and Density of Street Railway Traffic in 1899.

RAILWAYS.	Total Passengers Carried.	Average Number per Mile of Main Track Operated.	Average Number per Round Trip Run.
All Massachusetts railways, . .	356,724,213	205,098	50
Brockton, ...	7,273,966	162,944	40
Globe (Fall River), ...	7,203,720	247,338	35
Holyoke, ...	4,468,059	142,827	35
Lowell, Lawrence & Haverhill, .	10,074,912	155,439	58
Lowell & Suburban, . . .	8,190,103	132,879	33
Lynn & Boston, ...	30,287,399	196,886	54
Springfield, ...	12,343,452	192,794	38
Union (New Bedford), . . .	4,202,903	207,203	26
West End (Boston, etc.), . . .	191,023,224	653,140	60
Worcester Consolidated, . . .	12,193,002	232,080	52
Averages (ten railways), . .	28,726,074	352,619	52

These ten railways represent 65 per cent of the entire capital investment, operate 47 per cent of the total railway mileage, and carry 81 per cent of the whole number of passengers carried on all of the Massachusetts street railways.

Earnings and Expenses of Operation.

The following table gives the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings for each of the last ten years: —

Percentage of Operating Expenses to Gross Earnings, 1890–1899.

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings.
1890, ...	$8,348,285	$6,244,208	**74.80**	$2,104,077
1891, ...	8,861,841	6,746,304	**76.13**	2,115,537
1892, ...	9,798,060	7,029,479	**71.74**	2,768,581
1893, ...	10,832,174	7,501,845	**69.26**	3,330,329
1894, ...	11,119,846	7,729,059	**69.51**	3,390,787
1895, ...	13,184,342	9,088,086	**68.93**	4,096,256
1896, ...	14,844,262	10,563,371	**71.16**	4,280,891
1897, ...	15,815,267	10,904,040	**68.95**	4,911,227
1898, ...	16,915,405	11,672,731	**69.01**	5,242,674
1899, ...	18,151,550	12,378,488	**68.20**	5,773,062
Averages, . .	$12,787,103	$8,985,761	**70.27**	$3,801,342

Operating Expenses and Net Earnings (Ten Railways) in 1899.

RAILWAYS.	Percentage of Operating Expenses to Gross Earnings.	Net Earnings per			
		Mile of Track Operated.	Round Trip Run.	Car Mile Run.	Passenger Carried.
				Cents.	Cents.
Brockton, ...	**55.35**	$3,630	$0 89	10.87	2.23
Globe (Fall River), . . .	**58.87**	4,762	0 67	10.66	1.93
Holyoke, ...	**66.51**	2,495	0 60	6.66	1.75
Lowell, Lawrence & Haverhill,	**57.83**	3,283	1 23	11.64	2.11
Lowell & Suburban, . . .	**56.74**	2,899	0 72	9.22	2.18
Lynn & Boston, ...	**54.93**	4,581	1 25	11.68	2.33
Springfield, ...	**69.24**	3,007	0 60	5.77	1.56
Union (New Bedford, etc.), .	**58.09**	4,638	0 57	9.70	2.24
West End (Boston, etc.), . .	**70.59**	9,725	0 90	8.22	1.49
Worcester Consolidated, . .	**71.98**	3,255	0 48	7.26	1.40
Averages, ...	**67.16**	$5,864	$0 87	8.68	1.66

The tables on the following page give for each of the last ten years the average gross earnings, operating expenses, and net earnings from operation, (1) per total mile of main track owned,

Gross and Net Earnings from Operation per Mile of Main Track Owned and per Round Trip Run, 1890–1899.

YEARS.	Average per Mile of Track.			Average per Round Trip.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
1890, . . .	$13,632	$10,197	$3,435	$2 22	$1 66	$0 56
1891, . . .	13,178	10,032	3,146	2 24	1 70	0 54
1892, . . .	12,980	9,312	3,668	2 35	1 69	0 66
1893, . . .	12,392	8,582	3,810	2 41	1 67	0 74
1894, . . .	11,972	8,321	3,651	2 39	1 66	0 73
1895, . . .	12,127	8,359	3,768	2 55	1 75	0 80
1896, . . .	11,627	8,274	3,353	2 47	1 76	0 71
1897, . . .	11,187	7,713	3,474	2 41	1 66	0 75
1898, . . .	10,998	7,589	3,409	2 45	1 69	0 76
1899, . . .	10,459	7,132	3,327	2 55	1 74	0 81
Averages, .	$11,748	$8,255	$3,493	$2 42	$1 70	$0 72

Gross and Net Earnings from Operation per Car Mile Run and per Passenger Carried, 1890–1899.

YEARS.	Average per Car Mile.			Average per Passenger.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1890, . . .	31.48	23.87	7.61	5.06	3.79	1.27
1891, . . .	32.03	24.38	7.65	5.03	3.83	1.20
1892, . . .	33.01	23.69	9.32	5.05	3.62	1.43
1893, . . .	31.39	21.74	9.65	5.07	3.51	1.56
1894, . . .	30.28	21.05	9.23	5.04	3.50	1.54
1895, . . .	30.20	20.82	9.38	5.07	3.50	1.57
1896, . . .	27.69	19.70	7.99	5.08	3.61	1.47
1897, . . .	25.68	17.71	7.97	5.12	3.53	1.59
1898, . . .	24.80	17.11	7.69	5.11	3.52	1.59
1899, . . .	24.74	16.87	7.87	5.09	3.47	1.62
Averages, .	28.07	19.73	8.34	5.08	3.57	1.51

(2) per round trip run, (3) per car mile run, and (4) per passenger carried — thus showing more in detail the changes from year to year in the earnings, cost, and net results of operation.

The last table on page 75 gives the ratio of operating expenses to gross earnings, and the net earnings per mile of main track operated, per round trip run, per car mile run, and per passenger carried, on each of the ten leading railways, with their combined averages, for the year 1899.

Employees and Equipment.

The number of persons employed by the street railway companies, and also the number of cars, vehicles and horses owned, are given in the following table for each of the last ten years. The number of electric motors owned is given for the last seven years only, not having been reported prior to 1893 : —

Employees and Equipment, 1890–1899.

YEARS.	Employees.	Cars.	Other Vehicles.	Horses.	Electric Motors.
1890, ...	6,246	3,247	567	11,241	–
1891, ...	6,449	3,494	577	10,640	–
1892, ...	7,185	3,679	552	6,734	–
1893, ...	8,070	4,040	681	3,531	3,013
1894, ...	7,451	4,058	1,790	2,014	3,906
1895, ...	8,048	4,426	1,755	1,436	4,704
1896, ...	9,130	4,913	1,876	878	5,958
1897, ...	9,716	5,344	1,953	683	6,908
1898, ...	10,416	5,734	1,997	605	7,643
1899, ...	11,944	6,042	2,076	455	8,530

Street Railway Accidents.*

The whole number of persons injured in connection with street railway operation, as reported by the companies for the year ending September 30, 1899, was 2,488, of whom 48 received fatal injuries, and 2,440 injuries not fatal.

* For Tabulated Statement of Accidents in connection with the several railways in detail see Appendix.

The number of passengers injured was 1,616, of whom 11 were injured fatally. As stated in previous reports, most of the accidents to passengers occurred from their falling or being thrown down as they were getting on or off cars, in the majority of cases while the car was in motion.

The injuries to employees were 72 in all, 5 of which were fatal.

The number of injuries to travellers and others on the street was 800, of which 32 were fatal.

Of the whole 2,488 injured, at least 99 were children. The reports in some cases do not indicate whether the person injured was a child or an adult; and it has been assumed in such cases that the person was an adult. Of the 99 children injured, 7 were fatally hurt.

In the following table the accidents of the last year are classified as above, and are compared with those of the previous year: —

Summary of Accidents Reported in 1898 and 1899.

KILLED AND INJURED.	KILLED.		INJURED.		TOTAL.	
	1898.	1899.	1898.	1899.	1898.	1899.
Passengers, . . .	9	11	1,389	1,605	1,398	1,616
Employees, . . .	2	5	46	67	48	72
Other persons, . .	27	32	740	768	767	800
Totals, . . .	38	48	2,175	2,440	2,213	2,488
Adults, ...	33	41	2,113	2,348	2,146	2,389
Children, ...	5	7	62	92	67	99
Totals, . . .	38	48	2,175	2,440	2,213	2,488

From the above table it appears that 2 more passengers, 3 more employees, and five more travellers and other persons on the street, received fatal injuries than in 1898.

The number of children killed was 2 more, and the number injured was 30 more, than in 1898.

Of those receiving injuries not fatal, there were reported 216 more passengers, 21 more employees, and 28 more travellers and other persons on the street, than in 1898.

Ratio of Accidents to Number of Passengers, Employees, etc., in 1888, 1898, and 1899.

PASSENGERS CARRIED, ETC.	1888.*	1898.	1899.
Total Number of			
Passengers carried,	134,478,319	330,889,629	356,724,213
Employees,	5,531	10,416	11,944
Miles of track operated,	533.59	1,590.95	1,739.29
Round trips run,	3,220,578	6,887,976	7,104,843
Car miles run,	23,244,767	68,206,418	73,367,235
Passengers Killed,	4	9	11
Ratio to all passengers,	1 to 33,619,580	1 to 36,765,514	1 to 32,429,474
Ratio to miles of track,	1 to 133.40	1 to 176.77	1 to 158.12
Ratio to round trips,	1 to 805,145	1 to 765,331	1 to 645,895
Ratio to car miles,	1 to 5,811,192	1 to 7,578,491	1 to 6,669,749
Passengers Injured,	140	1,389	1,605
Ratio to all passengers,	1 to 960,559	1 to 238,221	1 to 222,258
Ratio to miles of track,	1 to 3.81	1 to 1.15	1 to 1.08
Ratio to round trips,	1 to 23,004	1 to 4,959	1 to 4,427
Ratio to car miles,	1 to 166,034	1 to 49,105	1 to 45,712
Employees Killed,	1	2	5
Ratio to all employees,	1 to 5,531	1 to 5,208	1 to 2,389
Ratio to miles of track,	1 to 533.59	1 to 795.47	1 to 347.86
Ratio to round trips,	1 to 3,220,578	1 to 3,443,988	1 to 1,420,969
Ratio to car miles,	1 to 23,244,767	1 to 34,103,209	1 to 14,673,447
Employees Injured,	11	46	67
Ratio to all employees,	1 to 503	1 to 226	1 to 178
Ratio to miles of track,	1 to 48.51	1 to 34.59	1 to 25.96
Ratio to round trips,	1 to 292,780	1 to 149,739	1 to 106,042
Ratio to car miles,	1 to 2,113,161	1 to 1,482,748	1 to 1,095,033
Other Persons Killed,	6	27	32
Ratio to miles of track,	1 to 88.93	1 to 58.92	1 to 54.35
Ratio to round trips,	1 to 536,763	1 to 255,110	1 to 222,026
Ratio to car miles,	1 to 3,874,128	1 to 2,526,164	1 to 2,292,726
Other Persons Injured,	76	740	768
Ratio to miles of track,	1 to 7.02	1 to 2.15	1 to 2.26
Ratio to round trips,	1 to 42,376	1 to 9,308	1 to 9,251
Ratio to car miles,	1 to 305,852	1 to 92,171	1 to 95,530
Total Killed,	11	38	48
Ratio to miles of track,	1 to 48.51	1 to 41.87	1 to 36.24
Ratio to round trips,	1 to 292,780	1 to 181,263	1 to 148,018
Ratio to car miles,	1 to 2,113,161	1 to 1,794,906	1 to 1,528,484
Total Injured,	227	2,175	2,440
Ratio to miles of track,	1 to 2.35	1 to .73	1 to .71
Ratio to round trips,	1 to 14,188	1 to 3,167	1 to 2,912
Ratio to car miles,	1 to 102,400	1 to 31,359	1 to 30,069
Total Killed and Injured,	238	2,213	2,488
Ratio to miles of track,	1 to 2.24	1 to .72	1 to .70
Ratio to round trips,	1 to 13,532	1 to 3,113	1 to 2,856
Ratio to car miles,	1 to 97,667	1 to 30,821	1 to 29,488

* Operation wholly by horse power.

Altogether, there appear to have been injured, fatally and otherwise, 218 more passengers, 24 more employees, and 33 more travellers and other persons, — in all 275 more, — the last than the preceding year.

In comparing the casualties of any two years, the whole number of passengers carried and persons employed, and the total number of miles of track operated and of round trips and car miles run, in the respective years, should of course be taken into account.

The table on the preceding page is designed to exhibit the comparative as well as the actual amount of casualty in connection with street railway operation, for each of the three years named in the table, by giving the ratio of passengers and employees fatally or otherwise injured to the whole number of each class, and also the ratio of passengers, employees and other persons killed and injured, to the length of main track operated and the amount of car service performed. The last two years are thus compared in the table with each other. The year 1888 is also selected for comparison, because this was the last year in which the operation was wholly by horse power; and it is designed to indicate in this way the relative dangers attending the use of horse and electric power.

During the last year, only one out of 32,429,474 street railway passengers received fatal injury, and but one out of 222,258 received any injury whatever; and cars were run on an average over 29,400 miles without accident of any sort to passenger, employee, or other person.

Review of the Year.

The addition to street railway mileage the last year (198 miles of main track) was larger than in any one of the three preceding years, the average annual increase for those years having been 153 miles. It is needless to say that all of the new railway is electrically equipped. There now remain but 4.76 miles of old railway equipped for horse power only.

New Companies.

The incorporation of new companies still continues and shows no sign of abatement. Twenty new companies were added to the list the last year and seven companies dropped,

making a net addition of thirteen to the list for the year, three more than in the preceding year. Notwithstanding the consolidations and changes that have occurred from time to time the number of reporting companies has considerably more than doubled in the last nine years. There were 48 companies reporting to the Board in 1890 and in 1899 the number had grown to 116.

Volume of Traffic.

There were carried the last year on the street railways of this State in round numbers 356,700,000 passengers — a gain of 25,800,000 passengers for the year. This shows a larger increase than that of the preceding year, when there was a gain of 22,200,000 passengers. This makes an average increase for the last two years of about 24,000,000 passengers a year.

There has been an increase of passenger traffic for the last seven years of 162,500,000 passengers, or an average of a little over 23,200,000 a year, or an increase of about 12 per cent a year in passenger traffic for the period. These figures show the vast and increasing magnitude of the service which the electric railways are rendering the public.

In the following table the growth of traffic is compared with the increase of mileage for the last seven years: —

Comparative Increase of Railway Mileage and Volume of Traffic.

YEARS.	Railway Mileage.*	Increase.	Per Cent.	Passengers Carried.	Increase.	Per Cent.
1892, . . .	755	–	–	194,171,942	–	–
1893, . . .	874	119	16	213,552,009	19,380,067	10
1894, . . .	929	55	6	220,464,099	6,912,090	3
1895, . . .	1,078	149	16	259,794,308	39,330,209	18
1896, . . .	1,277	199	18	292,358,943	32,564,635	13
1897, . . .	1,414	137	11	308,684,224	16,325,281	6
1898, . . .	1,538	124	9	330,889,629	22,205,405	7
1899, . . .	1,736	198	11	356,724,213	25,834,584	8
Totals, .	–	981	130	–	162,552,271	84

* Length of main track *owned*.

It appears that while the railway mileage has increased 130 per cent, or more than doubled in the last seven years, there has

been a gain of only 84 per cent in the number of passengers carried. This proves that the newer companies carry as a rule a much smaller annual number of passengers per mile of railway operated, or in other words have a much less density of traffic, than the older companies.

Capital Investment.

The total capital investment (capital stock and net debt) of the street railway companies of the State advanced the last year from $68,758,800 to $77,226,214. Eleven years ago, in 1888, the total was only $17,237,100; so that the capital investment has more than quadrupled since the introduction of electricity as a motive power.

Financial Results.

There was an addition the last year of $8,157,519 to gross assets and of $7,390,266 to gross liabilities — a balance of $767,253 in favor of the companies, increasing by that amount their aggregate surplus. This was a greater increase than that of the preceding year, when there was a balance of $691,199 on the side of the assets. The ratio of surplus to capital stock stood higher at the end of the last year (6.01 per cent) than in any year since 1890.

The gross earnings from operation were $1,236,145 larger, and the net earnings $530,388 larger, than the year before. The ratio of operating expenses to gross earnings, 68.20 per cent, was less than that of the preceding year, when it was 69.01 per cent. The net divisible income, after paying interest, taxes and other charges, was, however, less by $31,060 than in 1898, while the gross amount of dividends declared was $242,165 larger; so that the surplus balance for the year (which was $184,544) was $273,225 less than the preceding year.

Dividends.

The exhibit of the most interest to the stockholders of the companies is that which relates to the returns on capital stock; and the showing in this particular is more favorable than that of the preceding year, both as regards the proportion of dividend-paying companies and the average rate paid. Out of the whole 116 companies, 54 companies, having an aggregate capital stock of $34,960,985, paid on this amount of capital an average

dividend of 6.63 per cent as against a corresponding rate of 6.05 per cent in 1898. The remaining 62 companies, with an aggregate capital stock of $6,419,158, of which companies 38 had been in operation for more than a full year, paid no dividends. The average rate on the total outstanding capital stock of all the companies was 5.60 per cent as against 5.33 per cent in 1897. There was an increase therefore of about .27 of one per cent in the average dividend rates of the last year.

There were moreover 23 out of the 81 operating companies that came out with a deficit at the end of the year. Ten of them did not have income enough to pay operating expenses and charges, and five of them did not earn operating expenses. In eight cases the deficit was caused by declaring a dividend in excess of divisible income, and in two cases the deficit from operating expenses and fixed charges was increased by the amount of the dividends.

Comparative Results, 1888–1889.

The following table, which is similar to tables in previous reports, shows by the more usual tests the financial conditions and results of street railway operation in this State for the years 1888, 1893 and 1899, the operation in the first of these years having been wholly by horse power: —

Results of Street Railway Operation in 1888, 1893 and 1899.

CAPITAL INVESTMENT, EARNINGS, ETC.	1888.	1893.	1899.
Capital investment per mile of main track,	$32,304	$53,367	$45,040
	Per Cent.	Per Cent.	Per Cent.
Railway electrically equipped,	–	81.35	99.73
Operating expenses to gross earnings,	81.07	69.26	68.20
Net earnings to capital investment,	7.49	7.14	7.05
Divisible income to capital stock,	7.21	7.70	6.05
Dividends paid to capital stock,	5.74	6.63	5.60
Surplus to capital stock,	6.82	2.09	6.01

Street Railway Bridges.

Under the provisions of chapter 286 of the Acts of 1899 the supervision of street railway bridges was assumed by the Bridge Engineer of the Board, who had supervision of the bridges on railroads, and from him the following report has been received by the Board: —

Boston, December 31, 1899.

The Massachusetts Board of Railroad Commissioners,
Hon. James F. Jackson, *Chairman.*

Gentlemen: — I beg leave to submit the following report on the bridges on electric railways in this Commonwealth.

The bridges on the electric railways of the Commonwealth were placed under the supervision of this Board by chapter 286 of the Acts of 1899, which reads as follows: —

Section 1. The provisions of chapter three hundred and thirty-four of the Acts of the year eighteen hundred and eighty-seven, entitled "An Act relating to the examination of railroad bridges," are hereby extended and made applicable to street railway bridges and to the several companies owning or maintaining the same.

Section 2. The first report in relation to such bridges shall be made and transmitted to the board of railroad commissioners on or before the first day of November in the present year. When a street railway company builds a new bridge, it shall first submit the plans thereof to said board for approval; and upon the completion thereof shall forthwith have made and transmitted to the board in like manner a report concerning the same.

Section 3. This act shall take effect upon its passage.

In accordance with this act the Board issued, in June last, the following circular: —

Board of Railroad Commissioners,
No. 20 Beacon Street, Boston, June 26, 1899.

To the President of the
Street Railway Company.

Dear Sir: — Chapter 286 of the Acts of 1899 reads as follows: —

Section 1. The provisions of chapter three hundred and thirty-four of the Acts of the year eighteen hundred and eighty-seven, entitled "An Act relating to the examination of railroad bridges," are hereby extended and made applicable to street railway bridges and to the several companies owning or maintaining the same.

Section 2. The first report in relation to such bridges shall be made and transmitted to the board of railroad commissioners on or before the first day of November in the present year. When a street railway company builds a new bridge, it shall first submit the plans thereof to said board for approval; and upon the completion thereof shall forthwith have made and transmitted to the board in like manner a report concerning the same.

Section 3. This act shall take effect upon its passage.

In accordance with this act you are hereby requested to transmit to this Board, before the first of November next, the following information, plans, etc., relating to the bridge structures on the line of your railway, built and maintained by your company, said information to be given for every such bridge structure of over ten feet opening in the clear, between abutments: —

I. A statement giving: (1) number of bridge; (2) its precise location; (3) nature of crossing (stream, street, etc.); (4) number of openings, and clear span of each; (5) length over all; (6) material; (7) approximate maximum height of rail above stream, street, etc.; (8) date of erection; (9) names of designer and of builder. Also, the weights of the heaviest cars of the several types run over your line, giving load on each axle, and distances between axles.

II. Complete detail plans for every such bridge. These plans should if practicable be blue prints made of a standard size, 28″ x 40″, including a margin on the left-hand side of 2″. Plans not conforming to the above requirements, if already prepared, will be accepted.

III. A copy of the specifications or agreement under which each bridge was built, so far as concerns the loads to be assumed, the quality of material and the design.

IV. A report of inspection made by a competent and experienced engineer, for which blanks are enclosed herewith, certifying to the condition and strength of each bridge.

You are also respectfully requested to note the provision in section two of the above act with reference to furnishing plans of new bridges for approval *before such bridges are erected.*

By order of the Board,

WM. A. CRAFTS,
Clerk.

In reply to this circular plans and reports have already been received from a number of the street railway companies, but others still remain to be heard from. The plans and reports received are being examined as rapidly as practicable, but I am not able at this time to present any statistics with reference to the number and kind of bridges on these roads.

There is one respect in which many of the street railway bridges in this and other States are seriously defective, and that is in reference to the construction of the floors. It should be distinctly understood that the floor of a street railway bridge should be nearly or quite as well protected against the possibility of accident in case of derailment as the floor of a steam railroad bridge. It is true that the speed on street railways is not as great as on steam railroads, and it is further true that in many cases the speed in crossing bridges on street railways is small; but, on the other hand, the track on street railways is not as perfect as on steam railroads, nor are the cars as safe against derailment. During the past year a number of serious accidents have occurred in this and other States, due to an electric

car becoming derailed upon a bridge. In order to call attention to the necessity for substantial and properly constructed bridge floors on street railway bridges, the Board issued, in November last, the following circular: —

To the Several Street Railway Companies operating Street Railways within the State.

In view of the provisions of chapter 286, Acts of 1899, imposing upon the Railroad Commissioners duties of examination of street railway bridges, the Board desire to call particular attention to the importance of exercising special precaution against accidents upon bridges used by street railways. A derailment upon a bridge is in any case likely to be attended by very serious results, and every effort should be made to reduce the chances of such derailments and the dangers attending upon them.

Bridges constructed and used exclusively for street railway purposes should have floor systems similar to those used on steam railroad bridges. While there is some difference in practice with reference to the details of such floors, the Board recommend the following construction: —

1. Ties should be of hard pine, not less than 5 inches by 7 inches and not less than 8 feet long. The Board suggest a length of 9 feet. Ties should be spaced not over 8 inches in the clear. The Board suggest a spacing of 6 inches in the clear. Ties should be securely fastened to the stringers by spikes or bolts.

2. Along the ends of the ties should run on each side a wooden guard timber not less than 6 inches by 6 inches, notched 1 inch over the ties and bolted to every third or fourth tie. The office of this guard timber is not to prevent a derailed wheel from running off the bridge, but simply to keep the ties in place. With ties 9 feet long this guard timber will be 15 inches to 18 inches in the clear outside of the track rails.

3. In order to prevent a derailed truck from running far from the track, even if it should be derailed before reaching the bridge, inside guard rails should be provided. These rails should be of the same height as the track rails and should extend across the entire bridge and for a distance of some 50 feet beyond the ends, coming to a point in the centre of the track, the point being protected by a casting or frog point. If there is a sharp curve on the approach the guard rails should be extended around the curve. These rails should be not less than 8 inches in the clear inside of the track rails and should be securely spiked down to every tie. Such inside guard rails will in most cases guide a derailed truck safely across the bridge, a fact which has been repeatedly demonstrated in connection with steam railroads.

Attention is further called to the necessity of having a perfect track on the approaches to all bridges. A defective track often leads to such vibration of a car body as to throw a truck off the track. It will be readily perceived that in the case of four-wheel cars this suggestion is particularly important.

In the case of highway bridges over which electric cars pass and of which the entire width of roadway is planked, a floor such as has been described cannot be used. In the case of such bridges the only sure means

to reduce a liability to accident is to maintain a perfect track on the approaches and to limit the speed in passing over the structure, and in this connection the Board desire to emphasize the importance of passing over all bridges at a slow rate of speed.

By order of the Board, WM. A. CRAFTS,
Clerk.

NOVEMBER 1, 1899.

In my next report it will be possible to give full details with reference to the condition as well as statistics regarding the kind and number of those street railway bridges which come under the supervision of the Board.

Respectfully submitted,
GEORGE F. SWAIN.

BOSTON ELEVATED RAILWAY.

The Boston Elevated Railway Company as they proceeded with the work of construction submitted to the Board for approval a number of modifications of the plans previously approved at certain points of the structure, and after public notice and a hearing the modifications were approved. The following report of Mr. E. K. Turner, the Consulting Engineer of the Board in connection with this elevated structure, recites the changes made and the progress of the work during the year : —

BOSTON, December 30, 1899.

To the Massachusetts Board of Railroad Commissioners,
Hon. JAMES F. JACKSON, *Chairman.*

As Consulting Engineer to the Board in relation to the Boston Elevated Railway Company, I will submit the following report for the year 1899 : —

The location plans presented to the Board and approved July 11, 1898, were largely compiled from earlier plans, with some new surveys. They were found upon more careful examination to be inaccurate in some of the details. The company at a later date finished its surveys and made new plans, in which all mistakes which were discovered in the older ones were rectified. A more careful and prolonged study of the subject also developed changes and improvements in the details of the proposed structure which the company desired to make. It has therefore, as suggested in the report for 1898, in accordance with the provisions of section 6, chapter 500, Acts of 1897, at various times during the year presented plans which it desired your Board to approve, superseding the location plans

approved July 11, 1898, and in one case changing for a second time those approved at an earlier date in the year 1899.

The alterations in plans of structure above noted consist largely of changed location of the supporting posts, the changes being made with the object of offering less obstruction to travel on the surface of driveways and sidewalks. In many cases the length of span of the longitudinal girders has been increased, lessening the total number of posts required. In some instances the locations of posts have been changed to prevent obstruction to spur tracks and to make the conditions better at street intersections. These changes have in the aggregate lessened the obstruction which the elevated structure will offer to surface travel, and must consequently be considered an improvement over the plans first presented.

The changes of location plans and the dates at which they have been made or acted upon by the Board are as follows: —

At a hearing January 20, 1899, plans were presented numbered 25013, 25014, 25021, 25022, 25038. These plans were approved by the Board. Plan No. 25021 was an addition to the original location, the others showed changes.

A petition dated April 3, 1899, accompanied by 13 plans, numbered 25450 to 25462 inclusive. These plans were to replace 7 plans numbered 25021 to 25027 inclusive, which had been approved July 11, 1898, and 2 of the plans approved January 20, 1899. Favorable action was taken and the plans approved.

A petition dated June 20, 1899, with 27 plans, numbered 25464 to 25490 inclusive. These plans were to replace plans numbered 25028, 25029, 25030, and 25035 to 25041 inclusive, all of which were approved July 11, 1898, and the amended plan, 25038, approved January 20, 1899.

A petition dated November 6, 1899, with 14 plans, numbered 26150 to 26163 inclusive. These plans were to replace plans numbered 25030 to 25035 inclusive, approved July 11, 1898, and plans numbered 25489 and 25490, approved July 7, 1899. Favorable action was taken regarding the petitions of April 3, 1899, June 20, 1899, and November 6, 1899, and the plans accompanying them were approved by the Board.

In every case when plans have been presented for the approval of the Board to take the place of those previously passed upon, due notice has been given and a public hearing held before final action was taken by the Board. Previous to the hearing the plans have been exhibited at the office of the Board, so that all persons interested have had an opportunity to examine them.

Reports dated January17, April 22, July 6 and November 23, all in the year 1899, have been made by the undersigned to the

Board, after careful study of the plans, giving in detail the changes shown upon the new location plans as presented, and noting the effect of such changes.

Among the plans presented to the Board and approved are those for the proposed terminal stations at Dudley Street and near Sullivan Square, where the principal transfers between the surface and elevated lines will be made. At each of these stations provision is made for running the surface cars upon inclined track to a level nearly or quite as high as the elevated tracks, with large platforms between, thus doing away with the necessity of going up or down stairs for the majority of passengers wishing to change or transfer from one system to the other. Stairs will also be provided for those passengers whose journey begins or ends at these stations. On Dudley Street, where the inclined tracks pass over the sidewalk on the north side, sunken ways will be provided in which passers on foot can go safely under the tracks if they wish to do so. These plans as now worked out minimize the discomfort and delay caused by transfer, which at its best is always an objectionable feature of transportation, and which at the two stations above noted would hardly be practicable without some provision for bringing the tracks of the two systems to the same level.

Work on the actual construction of the elevated railway has been begun and has made fair progress. Clearing the route and terminal grounds of buildings and obstructions where such existed has been very nearly completed. The area required for terminals and transfer stations at Dudley Street and near Sullivan Square has been cleared of buildings and partly graded. At Dudley Street retaining walls have been built to support the inclined tracks leading to the high-level transfer platforms. The grade of Zeigler Street has been changed to conform to the proposed new conditions. Between Pleasant Street and the location of the Boston & Albany and Boston & Providence railroads the buildings have been removed from the line of the elevated railway and grading begun for the inclined way under Pleasant Street, leading to a connection with the tracks in the subway. Considerable change will be necessary in the grade and location of tracks at the southerly end of the subway before the tracks of the elevated lines can be connected with them. Masonry piers and abutments have been built upon which the steel structure of the elevated railway will rest at the crossing over the Boston & Albany and Boston & Providence railroads, between Tremont Street and Shawmut Avenue, also at Harrison Avenue. The buildings have been removed from the site of station at the corner of Harrison Avenue and Beach Street.

Foundations for posts for the entire structure, so far located, have been very nearly completed. They consist of large masses of concrete, composed of broken stone or gravel and Portland cement, having a depth of ten feet with a bearing surface at the bottom of eighty square feet. These dimensions have been increased where the ground is not of the best. Where soft bottom was encountered, spruce piles have been driven down to hard material and the mass of concrete placed on top of the piles. There remain to put in a few foundations at the Sullivan Square terminal. Preparing the foundations has also involved a large amount of work, changing sewers, pipes, and conduits underground, all of which were by the provisions of section 8, chapter 500, Acts of 1897, changed at the expense of the Elevated Railway Company.

Arrangements have been made regarding the relocation of tracks of the Union Freight Railroad, and the alteration of its tracks at such points as they interfered with the construction of the elevated structure; also with the Boston & Maine Railroad, relative to the details of crossing above its tracks in Charlestown; and with the Boston & Albany and Boston & Providence railroads, for details of crossing above their tracks between Tremont Street and Shawmut Avenue and at Harrison Avenue.

Considerable work has been done towards relaying the surface tracks of the street system and those of the Union Railroad Company in Atlantic Avenue and the surface tracks at Northampton Street, to make room for the elevated structure and provide space for platforms on the surface under the elevated station.

The first part of the steel structure to be erected was that on the new Charlestown bridge. This part was hastened, in order to have it completed before the new bridge was opened to public travel, and avoid the delay and inconvenience of doing the work while the bridge is in use. The steel structure has also been erected in continuation of the above-noted part, across City Square and a short distance into Main Street, far enough to admit of building the elevated City Square station. The work of erecting the southerly section of the steel structure was begun on Washington Street just south of Castle Street in September, and has been continued during the remainder of the year, reaching a point a little north of Eustis Street. In all 1.6 miles of steel structure have been erected, or about 24 per cent of the entire length as now located.

On Washington Street the work of erecting the steel structure has been done at night, avoiding in great measure interference with street surface travel, and lessening the liability to accident. Nearly all of the steel structure thus far erected has been riveted and about one-half

of it painted one coat. The placing of wheel guards and cement filling of the lower ends of the posts have also been well advanced on this portion.

In those sections of steel structure already erected there are examples of nearly all the types of construction that are to be used, and a very good idea can be formed of the effect of the structure on the adjacent property and the degree of interference with surface driveways and sidewalks. The addition of the floor and track will increase to some extent the obstruction to light and air, but will not affect the movements on the surface. The question of obstruction to light will depend largely upon the color of paint adopted for the finishing coat, and upon the care exercised in maintaining the paint in good condition. This is an important point, also affecting the life of the structure and its cost of maintenance.

At the hearing of November 22 statements were made regarding the types of rolling stock to be used and methods of operation. This being only of a general character, it was understood that definite plans and information as to details would be presented at an early date, as soon as the company can fully determine these questions, for the information of the Board and to enable it to take formal action on these subjects, as required by the terms of section 6, chapter 500, Acts of 1897.

Respectfully submitted,

EDMUND K. TURNER,
Consulting Engineer.

GRADE CROSSINGS.

With the extension of street railway lines there is continually arising the question of the crossing of railway tracks over those of steam railroads. The argument is frequently addressed to the Board that, as the travel upon street cars is but a new and improved use of the highway, the existence of a grade crossing over it by a steam railroad ought not to be a barrier to this desirable use of the highway by the travelling public. It is urged that, under the restrictions and safeguards placed about such crossings when approved by the Board, the dangers otherwise attendant upon them have been very largely removed. There is force in both of these propositions, but no safeguards or restrictions can be established which will do away with the danger liable to arise at any moment from the stalling of a street car during its passage over the railroad tracks. Experience has shown that such an event is of frequent occurrence, from causes such as the temporary loss of motive power, de-

railment, burning out of fuse, or disarrangement or breakage of apparatus at the critical moment. In view of this peculiar danger and the unusually grave results to be apprehended in the case of a collision under such circumstances, the Board has adopted the policy of refusing to allow such crossings whenever there is any reasonable opportunity to avoid them. Following the recommendation of the Board, a statute was enacted, chapter 404, Acts of 1898, enabling street railway companies to take private land for the purpose of avoiding grade crossings over steam railroads. Since the passage of this act street railway companies have in many cases made use of its provisions. Applications for approval of grade crossings are now usually made only in cases where it is alleged that the building of a trestle or construction of a passageway under the railroad is impracticable by reason of engineering difficulties, disproportionate and unreasonable expense or other peculiar conditions. In the opinion of the Board, it is only under such exceptional circumstances that grade crossings should be approved, and then only for a limited period, in the expectation of a future separation between the grade of the railroad and the highway.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

JANUARY 1, 1900.

COMMISSIONERS' REPORT.

Part 3.

APPENDIX.

[A.]

SPECIAL REPORTS ON RAILROAD MATTERS.

TRAIN ACCOMMODATIONS.

Petition of Residents of Roslindale and Others on West Roxbury Branch of New York, New Haven & Hartford Railroad for a More Convenient Train Service between Those Points and Roxbury on the Main Line of the Providence Division.

This is a petition of certain residents of Roslindale and others using the various stations on the line of the West Roxbury Branch of the Providence Division of the New York, New Haven & Hartford Railroad for such changes in the existing train schedules as will afford them a continuous train service from those stations to Roxbury on the main line of the Providence Railroad, between Forest Hills and Boston, at certain hours of the day. A hearing was granted on January 17, at which the petitioners and remonstrants were fully heard.

It appears that the existing train system for this branch consists of combined local and express service to and from Boston and Dedham, that portion between Boston and Forest Hills where the West Roxbury Branch joins the main line being an express service and the remaining portion upon the branch a local service. There are no through accommodation trains from Dedham to Boston between 5.48 A.M. and 8.18 P M., and none whatever from Boston to Dedham until 7.40 P.M. At other times passengers desiring to travel between the stations on the branch and the local stations on the main line are obliged to leave the cars at Forest Hills, wait six minutes at that point and then take another train to their destination.

These petitioners appear to represent a considerable number of persons who have occasion to make daily trips in both directions between Roslindale and the other stations on the branch and Roxbury on the main line, and they strongly object to the delay and inconvenience caused by the operation of the existing system above described. The morning accommodation train, leaving Dedham at 5.48 A.M., is

unnecessarily early for the convenience of these petitioners. Their alternative is to take a later train and be subjected to the change and delay above referred to. In the afternoon the through accommodation train from Boston to Dedham, at 7.40 P M., is quite too late to be of use to men who finish their work at or about six o'clock and wish to return home. It would seem equitable that this class of passengers should have fair consideration in the adjustment of the train service and that reasonable accommodation should be accorded them.

In the opinion of the Board, the present arrangement does not afford such reasonable accommodation, and we accordingly recommend that the morning train leaving Dedham at 6.13 o'clock be run as an accommodation train to Boston; and also that in the afternoon a like accommodation train be furnished from Boston to Dedham, leaving Boston between 6 and 6.30 P.M., both trains stopping at all stations on the main line.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

BOSTON, January 31, 1899.

PETITION OF CITIZENS OF FAIRHAVEN, MATTAPOISETT AND MARION FOR A MORE CONVENIENT TRAIN SERVICE.

In the matter of the petitions of citizens of the three towns of Fairhaven, Mattapoisett and Marion, all situated upon the Fairhaven Branch of the New York, New Haven & Hartford Railroad, in which they ask that the railroad company be requested to furnish them with a train from those points to Boston starting earlier than the present one, which leaves Fairhaven at 8.58 A M. and arrives in Boston at 10.52 A M., a hearing was appointed for February 9 and continued to the 14th of February, and again continued to the 23d of February, at which time all parties so desiring were fully heard. The railroad company and the petitioners from Mattapoisett and Marion were represented, but no one was present to represent the petitioners from Fairhaven. It appeared, however, that citizens of this latter town have other opportunities of reaching Boston by early trains *via* New Bedford.

The petitioners set forth that during the summer months and until within a few weeks of the date of the petition, December 10, 1898, two early morning trains had been run, leaving Fairhaven at 6.58 and 7.58 and arriving in Boston at 8.50 and 9.50 respectively. It appears that the earlier of these two trains was discontinued at the end of November last. In June last, in response to the petitions of a considerable number of residents of Provincetown and other towns

on the Cape, the starting time of the first morning train from Provincetown was changed from 5.40 to 6.35 A.M., and, as the result of this change, in order to make the necessary connection at Tremont, the starting time of the train on the Fairhaven Branch that up to that time had left Fairhaven at 7.58 A.M. was likewise changed to 8.58 A.M., arriving in Boston at 10.50 A.M., too late, as the petitioners claim, to enable them to transact their business advantageously and return home the same day.

It is also claimed that under the existing arrangement the citizens of Marion and Mattapoisett, both of which towns are in Plymouth County, are unable to reach Plymouth for the transaction of court and county business until 2.55 o'clock, when the greater part of the day has been spent, and hence that those who have early engagements at Plymouth are obliged to pass the previous night at that place.

The petitioners therefore ask that the train which formerly left Fairhaven at 6.58 A.M., and which was discontinued in November, be substituted for the existing train leaving at 8.58 A.M., which, by connecting at Tremont with an early train from Hyannis, would not only enable them to reach Boston two hours earlier than now, but would also make it possible for them to reach Plymouth at 8.35 A.M., in season for the opening of the sessions of the court at that place.

While this change would evidently be for the advantage of the petitioners, it is not clear to the Board that it would accommodate the majority of persons travelling upon the Fairhaven Branch, particularly those desiring to go eastward from Tremont, who, under the proposed arrangement, would be compelled to wait fully two hours at that point for the train from Boston.

The mid-winter train schedule upon a branch line where travel is light and trains necessarily few, and which must make connection at junction points with main line trains going in different directions, should be arranged to meet the needs of the greatest number. Close connections at such junction points are very desirable for all concerned; and, while the Board recognizes the inconvenience to which the petitioners are subjected by the present arrangement, they do not feel that they can consistently recommend the desired change at this time.

The Board were assured by the representatives of the railroad company at the hearing that the desired early service would be resumed about the first of April. It is to be hoped that another year the railroad company can make such arrangements during the winter as will meet the wishes of the petitioners.

Per order, WM. A. CRAFTS,
Clerk.

MARCH 8, 1899.

TRANSPORTATION OF MILK.

Petition of the Acton Creamery Company for Reasonable and Equal Terms and Facilities for the Transportation of Milk on the Fitchburg Railroad.

The petition was filed February 18, 1899. After due notice to the Fitchburg Railroad Company, public hearings were given March 10, 24 and 31, and April 5, 1899. Charles B. Stone and John E. Avery, Esqs., for the petitioner, George A. Torrey, Esq., for the railroad company, and Edwin B. Hale, Esq., for the Boston Dairy Company.

The Acton Creamery Company is composed of sixty-eight milk producers who live on the line of the Fitchburg Railroad in the towns of Acton, Boxborough, Harvard, Littleton, Maynard and Stow, and who have associated themselves together with a view to handling and disposing of their milk to the best advantage by forwarding and marketing the same in the city of Boston by their own agents and on their own account. For utilizing their surplus milk they have built a creamery in that part of Acton known as West Acton. They have provided themselves with an ice-house and stored it with ice for preserving the milk while in transit to Boston or in process of treatment at the creamery. Each member of the company has paid in the sum of $100 for a working capital. It is the intention to form a corporation under the laws of this State, and some steps have been taken in that direction. The members represent, it is said, a combined farming property or plant of over $300,000 in value, with a large capacity for the production of milk. It is intended also to buy and handle the milk of other producers. The company has been in operation about six months. Although its business is only partially developed, the evidence tends to show that it is now handling between 600 and 700 cans of milk per day, about 375 of which are shipped to Boston; and it is expected that the quantity will increase as the season advances and as better facilities are obtained for forwarding and marketing the milk.

The entire transportation of milk on the Fitchburg Railroad has been conducted for some years past under a contract with the Boston Dairy Company, a corporation organized under the laws of the State of Maine. The contract is a verbal one, for no definite period of

time, and does not in any way tie the hands of the railroad company so that it cannot make such other or further arrangements for the transportation of milk as it may deem proper. Under the existing arrangement, the railroad company furnishes to the dairy company a number of cars specially fitted up for the carriage of milk. The dairy company claims a right to the use of eleven such cars, though only eight are run at the present time. The railroad company provides and hauls the milk cars at a gross rental of $3,820 per month, or $45,840 a year. Calling the number of cars eight, and making no allowance for the difference in length of haul, the average rental per car is $5,730 a year, or $15.70 per day. All other expenses incident to the handling, care and delivery of its milk, and the return of the empty cans, are borne by the dairy company.

The dairy company is also required by the contract to carry in its cars any other milk offered for transportation, and to handle and deliver it in the same manner as it does its own. For such milk the railroad company sells tickets at the rate of four cents per can; but all the receipts from the sale of such tickets are turned over or credited to the dairy company in the monthly settlements of car rental. This is a convenient arrangement for shippers of milk in small quantities or by the can, who do not wish to sell their milk to a contractor or to make independent arrangements for its transportation.

The petitioners, however, are not shippers of milk in small quantities, but are wholesale dealers in milk; and they desire to ship their milk at car-load rates, and not at a rate by the can. They have accordingly applied to the railroad company to be furnished with a milk car for their special use. In other words, they desire substantially the same facilities for the transportation of their milk as are afforded to the Boston Dairy Company for the transportation of its milk. They are now obliged to ship their milk in one of the cars of the dairy company, and to pay for the same at the rate of four cents per can. They complain of this on several grounds. In the first place, they allege that they pay a higher rate for transportation than the dairy company. If they ship 375 cans per day, the charge at four cents per can is $15. The average daily cost of a car to the dairy company, including the car rental as above reckoned and an allowance for the pay of two men in charge of the car, is less than $20 per day. The shelf capacity of a car is about 920 cans. The petitioners therefore pay $15 per day for 375 cans, while the dairy company can carry in the same car 525 or more cans at a daily cost of less than $5. They must also pay the dairy company for icing their milk in summer, instead of using their own ice for that purpose.

Again, the petitioners complain that they are subjected to undue disadvantage in the manner of conducting their business. They

are not allowed to send their own agents on the car with their milk to see that it is duly handled and cared for, properly iced in summer, and promptly parcelled out and delivered to their customers. All this they must do through the agents of the dairy company, thereby at the same time disclosing to their competitor the amount of their shipments, the names of their customers, the quantity sold to each, and various other details of their business which they might properly choose to keep within their own knowledge. For obvious reasons they desire to conduct their business in their own way and to deal with their customers through their own agents. The disadvantage of the present arrangement is similar to that of a merchant who should be compelled to sell his goods over the counters and through the salesmen of a rival house.

No question is made that it is the duty of a railroad corporation to give to all persons or companies reasonable and equal terms, facilities and accommodations for the transportation of themselves, their agents or servants, and their merchandise. Before the Boston Dairy Company had bought out or otherwise succeeded to the business of its former competitors, and had thus acquired a practical monopoly of the milk business on the Fitchburg road, it was the practice of the railroad company to furnish one or more milk cars to each of the several contractors who desired to do a milk business on its lines. The railroad company is in no wise prejudiced by so doing, since it is directly concerned only with the due payment of the stipulated rental for the car, and not with the quantity of milk carried in the car.

We have seen no good reason why the Fitchburg Railroad Company should not in like manner furnish a milk car to the Acton Creamery Company, on terms and with facilities and accommodations similar to and not less favorable than those afforded to the Boston Dairy Company; and we recommend that this be done.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

April 12, 1899.

[B.]

ORDERS RELATING TO RAILROADS.

RAILROAD CONSOLIDATIONS.

Approval of Terms of Consolidation of the Eastern Railroad in New Hampshire with the Boston & Maine Railroad.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under chapter 506 of the Acts of 1894, of the terms of a proposed purchase and sale by and to said corporation of the franchises and property of the Eastern Railroad in New Hampshire, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that said Eastern Railroad in New Hampshire is, and was in the year 1891, operated by the said Boston & Maine Railroad under lease, and that such purchase and sale are authorized by chapter 308 of the Acts of 1891; that the proposed terms do not involve any increase, but will result in a material decrease, of the aggregate amount of the capital stock and debt of the two contracting corporations; that the consideration proposed to be paid in stock of the purchasing corporation does not exceed the actual cost and fair value of the road and property of the selling corporation; and that the said terms are reasonable and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed and authorized as aforesaid: —

1. The said Eastern Railroad in New Hampshire, by a duly authorized and executed deed, shall assign and convey its railroad, franchises, rights, easements, and all of its property of every nature, both real and personal, to the said Boston & Maine Railroad, to have and to hold the same unto said last-named corporation, its successors and assigns, forever.

2. In consideration of such conveyance, said Boston & Maine Railroad shall assume, pay, discharge and perform all of the debts, liabilities, duties and obligations, of whatsoever nature, now out-

standing or hereafter at any time arising, of said Eastern Railroad in New Hampshire; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. In further consideration of such conveyance, said Boston & Maine Railroad shall issue and deliver to said Eastern Railroad in New Hampshire, or to the stockholders thereof, shares of its own common stock in exchange for the outstanding shares of the capital stock of said last-named corporation in the ratio of six and one-half shares of Boston & Maine common stock for ten shares of Eastern stock; and the certificates of the latter shares shall upon such exchange be surrendered and cancelled, and the said shares and certificates shall not be reissued: *provided*, *however*, that upon request of any holder of not more than one and one-half shares of Eastern stock, said Boston & Maine Railroad shall buy and pay for the same in cash at the rate of $110 per share.

4. The purchase and sale proposed as aforesaid shall not be made, nor shall it be valid or binding, until the terms thereof, as herein specified and approved, have been first agreed to by the boards of directors and approved at meetings called for the purpose by the stockholders of said purchasing and selling corporations respectively, in the manner required by law.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 1, 1899.

APPROVAL OF TERMS OF CONSOLIDATION OF THE PORTLAND, SACO & PORTSMOUTH WITH THE BOSTON & MAINE RAILROAD.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under chapter 506 of the Acts of 1894, of the terms of a proposed purchase and sale by and to said corporation of the franchises and property of the Portland, Saco & Portsmouth Railroad Company, a corporation established under the laws of the State of Maine, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that said Portland, Saco & Portsmouth Railroad Company is, and was in the year 1891, operated by the said Boston & Maine Railroad under lease, and that such purchase and sale are authorized by chapter 308 of the Acts of 1891; that the proposed terms do not involve any increase in the aggregate amount of the capital stock and debt of the two contracting corporations; that the consideration proposed to be paid in stock of the purchasing corporation does not exceed the actual cost and fair value of the road and property of the selling corporation;

and that the said terms are reasonable and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed and authorized as aforesaid: —

1. The said Portland, Saco & Portsmouth Railroad Company, by a duly authorized and executed deed, shall assign and convey its railroad, franchises, rights, easements, and all of its property of every nature, both real and personal, to the said Boston & Maine Railroad, to have and to hold the same unto said last-named corporation, its successors and assigns, forever.

2. In consideration of such conveyance, said Boston & Maine Railroad shall assume, pay, discharge and perform all of the debts, liabilities, duties and obligations, of whatsoever nature, now outstanding or hereafter at any time arising, of said Portland, Saco & Portsmouth Railroad Company; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. In further consideration of such conveyance, said Boston & Maine Railroad, after obtaining due authority therefor in the manner provided by law, shall issue and deliver to said Portland, Saco & Portsmouth Railroad Company, or to the stockholders thereof, shares of its own common stock in exchange share for share for the outstanding shares of the capital stock of said last-named corporation; and the certificates of the latter shares shall upon such exchange be surrendered and cancelled, and the said shares and certificates shall not be reissued.

4. The purchase and sale proposed as aforesaid shall not be made, nor shall it be valid or binding, until the terms thereof, as herein specified and approved, have been first agreed to by the boards of directors and approved at meetings called for the purpose by the stockholders of said purchasing and selling corporations respectively, in the manner required by law: *provided*, that no vote shall be cast at such meeting of the selling corporation on shares owned by said Boston & Maine Railroad.

Attest: WM. A. CRAFTS,
Clerk.

JULY 10, 1899.

APPROVAL OF TERMS OF CONSOLIDATION OF THE PORTSMOUTH & DOVER WITH THE BOSTON & MAINE RAILROAD.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under chapter 506 of the Acts of 1894, of the terms of a proposed purchase and sale by and to said corporation of the franchises and property of the Portsmouth & Dover Railroad,

a corporation established under the laws of the State of New Hampshire, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that said Portsmouth & Dover Railroad is, and was in the year 1891, operated by the said Boston & Maine Railroad under lease, and that such purchase and sale are authorized by chapter 308 of the Acts of 1891 ; that the proposed terms do not involve any increase, but will result in a material decrease, of the aggregate amount of the capital stock and debt of the two contracting corporations ; that the consideration proposed to be paid in stock of the purchasing corporation does not exceed the actual cost and fair value of the road and property of the selling corporation ; and that the said terms are reasonable and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed and authorized as aforesaid : —

1. The said Portsmouth & Dover Railroad, by a duly authorized and executed deed, shall assign and convey its railroad, franchises, rights, easements, and all of its property of every nature, both real and personal, to the said Boston & Maine Railroad, to have and to hold the same unto said last-named corporation, its successors and assigns, forever.

2. In consideration of such conveyance, said Boston & Maine Railroad shall assume, pay, discharge and perform all of the debts, liabilities, duties and obligations, of whatsoever nature, now outstanding or hereafter at any time arising, of said Portsmouth & Dover Railroad ; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. In further consideration of such conveyance, said Boston & Maine Railroad, after obtaining due authority therefor in the manner provided by law, shall issue and deliver to said Portsmouth & Dover Railroad, or to the stockholders thereof, shares of its own common stock in exchange for the outstanding shares of the capital stock of said last-named corporation, in the ratio of ten shares of Boston & Maine common stock for thirteen shares of Portsmouth & Dover stock ; and the certificates of the latter shares shall upon such exchange be surrendered and cancelled, and the said shares and certificates shall not be reissued.

4. The purchase and sale proposed as aforesaid shall not be made, nor shall it be valid or binding, until the terms thereof, as herein specified and approved, have been first agreed to by the boards of directors and approved at meetings called for the purpose by the stockholders of said purchasing and selling corporations respectively, in the manner required by law : *provided*, that no vote shall be cast

at such meeting of the selling corporation on shares owned by said Boston & Maine Railroad.

Attest: Wm. A. Crafts,
Clerk.

July 10, 1899.

Approval of Terms of Consolidation of the Portland & Rochester with the Boston & Maine Railroad.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under chapter 506 of the Acts of 1894, of the terms of a proposed purchase and sale by and to said corporation of the franchises and property of the Portland & Rochester Railroad, a corporation established under the laws of the states of Maine and New Hampshire, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that said Portland & Rochester Railroad is, and was in the year 1891, operated by the said Boston & Maine Railroad through ownership of stock, and that such purchase and sale are authorized by chapter 308 of the Acts of 1891; that the proposed terms do not involve any increase of the aggregate amount of the capital stock and debt of the two contracting corporations; that the consideration proposed to be paid in stock of the purchasing corporation does not exceed the actual cost and fair value of the road and property of the selling corporation; and that the said terms are reasonable and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed and authorized as aforesaid: —

1. The said Portland & Rochester Railroad Company, by a duly authorized and executed deed, shall assign and convey its railroad, franchises, rights, easements, and all of its property of every nature, both real and personal, to the said Boston & Maine Railroad, to have and to hold the same unto said last-named corporation, its successors and assigns, forever.

2. In consideration of such conveyance, said Boston & Maine Railroad shall assume, pay, discharge and perform all of the debts, liabilities, duties and obligations, of whatsoever nature, now outstanding or hereafter at any time arising, of said Portland & Rochester Railroad; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. In further consideration of such conveyance, said Boston & Maine Railroad, after obtaining due authority therefor in the manner provided by law, shall issue and deliver to said Portland & Rochester Railroad, or to the stockholders thereof, shares of its own common

stock in exchange share for share for the outstanding shares of the capital stock of said last-named corporation; and the certificates of the latter shares shall upon such exchange be surrendered and cancelled, and the said shares and certificates shall not be reissued.

4. The purchase and sale proposed as aforesaid shall not be made, nor shall it be valid or binding, until the terms thereof, as herein specified and approved, have been first agreed to by the boards of directors and approved at meetings called for the purpose by the stockholders of said purchasing and selling corporations respectively, in the manner required by law: *provided*, that no vote shall be cast at such meeting of the selling corporation on shares owned by said Boston & Maine Railroad.

Attest: WM. A. CRAFTS,
Clerk.

JULY 10, 1899.

ISSUES OF STOCK AND BONDS.

Boston & Lowell Railroad Corporation — Issue of Bonds.

In the matter of the petition of the Boston & Lowell Railroad Corporation for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said corporation to the amount of $620,000, for the purpose hereinafter set forth, —

It appearing, after public hearing and such further investigation as was deemed requisite, that said corporation has heretofore issued five per cent bonds to the amount of $620,000, which bonds mature July 1, 1899; and that, for the purpose of paying and refunding said bonds, an issue of three and one-half per cent bonds to the same amount, payable twenty years from said first day of July, 1899, has been authorized by the vote of the stockholders of said corporation at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; and

It being deemed by the Board that an issue of bonds to the amount of $620,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Boston & Lowell Railroad Corporation, subject to the provisions of all laws applicable to such issue, to an amount not to exceed $620,000 par value, to be dated July 1, 1899, and payable twenty years from said date, with interest at a rate not to exceed three and one-half per cent per annum; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To paying, retiring and refunding the aforesaid five per cent bonds of the Boston & Lowell Railroad Corporation, to the amount of $620,000, falling due on said first day of July, 1899; and any excess of the bonds hereby authorized, or of the proceeds thereof, not required and used for that purpose, to be applied to paying for permanent additions to and improvements upon the road and property of said corporation, made pursuant to its lease to the Boston & Maine Railroad, dated June 22, 1887.

Attest: Wm. A. Crafts,
Clerk.

January 12, 1899.

Boston & Maine Railroad — Increase of Capital Stock.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of $480,187.50, in addition to the amount of $21,888,100 now authorized and outstanding, for the purpose of acquiring by purchase the franchises and property of the Eastern Railroad in New Hampshire, —

It appearing, after public notice and hearing, that such purchase and an increase of capital stock for that purpose have been authorized by chapter 308 of the Acts of 1891; that the terms of a proposed purchase and sale of the franchises and property of the said Eastern Railroad in New Hampshire by and to the said Boston & Maine Railroad have been approved by the Board by an order heretofore issued under date of March 1, 1899; that the said terms have been complied with by said corporations, and that such purchase and sale are to date and take effect as of June 1, 1899; that an issue of capital stock is necessary for carrying out the purpose aforesaid, and that such issue is lawful and consistent with the public interests; and

It being deemed by the Board that an issue of capital stock to the amount of $480,187.50 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Boston & Maine Railroad by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 4,801.875 additional shares of its common capital stock, amounting at the par value thereof to $480,187.50; the said shares to be applied to the following purpose, and to no other, namely: — Said shares shall be delivered to the said Eastern Railroad in New Hampshire, or to the stockholders thereof, in exchange for the 7,387.5 outstanding shares of said last-named corporation, amounting to $738,750, in the ratio of six and one-half shares of Boston & Maine common stock for ten shares of Eastern stock; the certificates of the latter shares upon such exchange to be surrendered and cancelled, and the said shares and certificates thereof not to be reissued.

Attest: WM. J. MCCULLOUGH,
Assistant Clerk.

MAY 29, 1899.

Boston Terminal Company — Issue of Mortgage Bonds.

In the matter of the petition of the Boston Terminal Company for the approval by the Board, under chapter 516 of the Acts of 1896, of an issue of bonds by said company to the amount of $2,000,000, in addition to the amount of $13,000,000 heretofore approved by the

Board, for the purpose of carrying out the provisions of said act, entitled, " An Act to provide for a Union Station for Passengers on Railroads entering the Southerly part of the city of Boston," —

It appearing, after public notice and hearing, and after such further investigation as was deemed requisite, that an issue of bonds by said company to such an amount as may be necessary and as may be approved by the Board, has been authorized by said chapter 516 of the Acts of 1896; that the purposes for which it is proposed to issue said bonds are necessary and lawful, and that such issue is consistent with the public interests; and

It being deemed by the Board that an additional issue of bonds to the amount of $1,500,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an additional issue of coupon or registered bonds by the said Boston Terminal Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed $1,500,000 par value, to bear date February 1, 1897, and to be payable fifty years from said date, with interest at the rate of three and one-half per cent per annum, and secured by a mortgage of a part or all of the real estate of said company, now owned or hereafter acquired, and otherwise secured as provided in said act; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To providing the necessary means for the acquisition of land under and in accordance with the provisions of the act aforesaid, and for the erection of a passenger station thereon, and for defraying the cost of such station and its appurtenances, in compliance with the provisions of said act.

Attest: Wm. A. Crafts,
Clerk.

July 13, 1899.

Boston & Maine Railroad — Increase of Capital Stock.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by the said corporation to the amount of $592,000, in addition to the amount now authorized and outstanding, for the purpose of acquiring by purchase the franchises and property of the Portland & Rochester Railroad, a corporation established under the laws of the states of Maine and New Hampshire, —

It appearing, after due notice and hearing, that such purchase and increase of capital stock are authorized under the provisions of chapter 308, Acts of 1891; that the terms of the proposed purchase and sale of the franchises and property of the said Portland & Rochester

Railroad by and to the said Boston & Maine Railroad have been duly approved by this Board under an order issued under date of July 10, 1899; that the said terms have been agreed to by the boards of directors and approved by the stockholders of both corporations and that such purchase and sale are to take effect January 1, 1900; that an issue of capital stock is necessary for carrying out the purpose aforesaid, and that such issue is lawful and consistent with the public interests; and

It being deemed by the Board that an issue of capital stock to the amount of $592,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the said Boston & Maine Railroad by the issue, subject to the provisions of all laws applicable thereto, upon the carrying out of said terms of purchase and sale, of additional shares of its common stock not to exceed in number 5,920, amounting at the par value thereof to $592,000, the said shares to be applied only to the following purpose, namely: To the exchange, share for share, for the outstanding shares of the said Portland & Rochester Railroad, in number 5,920, the certificates of the said Portland & Rochester Railroad, upon such exchange, to be surrendered and cancelled and not again reissued.

Attest: Wm. A. Crafts,
Clerk.

December 1, 1899.

Boston & Maine — Increase of Capital Stock.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by the said corporation to the amount of $591,537.80, in addition to the amount now authorized and outstanding, for the purpose of acquiring by purchase the franchises and property of the Portsmouth & Dover Railroad, a corporation established under the laws of the State of New Hampshire, —

It appearing, after due notice and hearing, that such purchase and increase of capital stock are authorized under the provisions of chapter 308, Acts of 1891; that the terms of the proposed purchase and sale of the franchises and property of the said Portsmouth & Dover Railroad by and to the said Boston & Maine Railroad have been duly approved by this Board under an order issued under date of July 10, 1899; that the said terms have been agreed to by the boards of directors and approved by the stockholders of both corporations and that such purchase and sale are to take effect January 1, 1900; that an issue of capital stock is necessary for carrying out the purpose

aforesaid, and that such issue is lawful and consistent with the public interests; and

It being deemed by the Board that an issue of capital stock to the amount of $591,537.80 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the said Boston & Maine Railroad by the issue, subject to the provisions of all laws applicable thereto, upon the carrying out of said terms of purchase and sale, of additional shares of its common stock not to exceed in number $5{,}915\frac{378}{1000}$, amounting at the par value thereof to $591,537.80, the said shares to be applied only to the following purpose, namely: To the exchange for the outstanding shares of the said Portsmouth & Dover Railroad, in number 7,690, in the ratio of ten shares of Boston & Maine common stock for thirteen shares of Portsmouth & Dover stock; the certificates of the said Portsmouth & Dover Railroad, upon such exchange, to be surrendered and cancelled and not again reissued.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 1, 1899.

Boston & Maine Railroad — Increase of Capital Stock.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by the said corporation to the amount of $1,500,000, in addition to the amount now authorized and outstanding, for the purpose of acquiring by purchase the franchises and property of the Portland, Saco & Portsmouth Railroad Company, a corporation established under the laws of the state of Maine, —

It appearing, after due notice and hearing, that such purchase and increase of capital stock are authorized under the provisions of chapter 308, Acts of 1891; that the terms of the proposed purchase and sale of the franchises and property of the said Portland, Saco, & Portsmouth Railroad Company by and to the said Boston & Maine Railroad have been duly approved by this Board under an order issued under date of July 10, 1899; that the said terms have been agreed to by the boards of directors and approved by the stockholders of both corporations, and that such purchase and sale are to take effect January 1, 1900; that an issue of capital stock is necessary for carrying out the purpose aforesaid, and that such issue is lawful and consistent with the public interests; and

It being deemed by the Board that an issue of capital stock to the amount of $1,500,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the said Boston & Maine Railroad by the issue, subject to the provisions of all laws applicable thereto, upon the carrying out of said terms of purchase and sale, of additional shares of its common capital stock not to exceed in number 15,000, the said shares to be applied only to the following purpose, namely: To the exchange, share for share, for the outstanding shares of the said Portland, Saco & Portsmouth Railroad Company, in number 15,000, the certificates of the said Portland, Saco & Portsmouth Railroad Company, upon such exchange, to be surrendered and cancelled and not again reissued.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 1, 1899.

Norwich & Worcester Railroad Company — Issue of Bonds.

In the matter of the petition of the Norwich & Worcester Railroad Company for the approval by the Board of an issue of bonds to the amount of $245,000, for the purpose of funding its floating indebtedness, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of bonds to the amount above named has been duly authorized by vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is lawful; that the amount of bonds issued will not exceed the capital stock of said company; that the amount of bonds of said company taken together with the bonds which it is proposed to issue will not exceed its capital stock actually paid in cash; and that such issue is consistent with the public interest; and

It being deemed that an issue of bonds to the amount of $245,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue of coupon or registered bonds by the Norwich & Worcester Railroad Company, subject to all provisions of law applicable to such issue, to an amount not to exceed $245,000 in par value, payable not later than March 1, 1927, with interest at a rate not to exceed four per cent per annum, the proceeds of said bonds to be applied only to the payment and funding of the floating debt of said company incurred and to be incurred in the extension of its railroad from the city of Norwich, in the state of Connecticut, to the town of Groton in said state, in the elimination of grade crossings in

the town of Auburn, in this Commonwealth, or in the purchase of land for station purposes in Jewett City, in the state of Connecticut.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 28, 1899.

Norwich & Worcester Railroad Company — Increase of Capital Stock.

In the matter of the petition of the Norwich & Worcester Railroad Company for authority to increase the amount of the preferred stock of said corporation by the issue of 2,308 shares of preferred stock in addition to the amount now authorized and outstanding, for the purpose of funding its floating debt, —

It appearing, after public notice and hearing, that such increase has been duly authorized by vote of the stockholders of said corporation; that the proposed purpose is lawful and consistent with the public interest; that an increase of capital stock is necessary for the carrying out of the same in good faith; and

It being deemed by the Board that an issue of 2,308 shares of preferred stock is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Norwich & Worcester Railroad Company by the issue, subject to all provisions of law applicable thereto, of additional shares, not exceeding 2,308 in number, amounting at the par value thereof to $230,800, the proceeds of the said stock to be applied only to the payment and funding of the indebtedness incurred in the extension of the railroad of said corporation from the city of Norwich in the state of Connecticut to the town of Groton in said state, in the elimination of a grade crossing in the town of Auburn in this Commonwealth or in the purchase of land for station purposes in Jewett City in the state of Connecticut.

And for the purpose of determining the market value of the said new shares of preferred stock at the time of increase at which the said shares shall be offered proportionately to stockholders, — it is

Ordered and determined, That the market value, for the purpose aforesaid, shall be, and is hereby, fixed at two hundred fifteen dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 28, 1899.

RAILROAD CROSSINGS.

Abolition of Grade Crossings with Public Ways.

Change of Grade of Old Colony Railroad in Middleborough.

In the matter of the abolition of the grade crossing of a public way in the town of Middleborough known as Main Street with the Old Colony Railroad, now leased to the New York, New Haven & Hartford Railroad Company, as determined by the special commission appointed by the Superior Court, on the petition of the selectmen of said town, —

It appearing that said special commission has determined that a change of grade of the said railroad is necessary for the convenience and security of the public, as set forth in its report, and application being made for the consent of this Board to said change of grade under the provisions of chapter 312 of the Acts of 1892, and it also appearing that the several parties in interest have consented to the same and do not desire to be heard, — it is

Ordered, That the Board hereby consents to a change of the grade of said Old Colony Railroad in the town of Middleborough by raising the same two and seven-tenths feet at the intersection of Main Street, as set forth in the report of said special commission and shown on a plan accompanying the same.

Attest: Wm. A. Crafts,
Clerk.

June 15, 1899.

Change of Grade of Old Colony Railroad in Easton.

In the matter of the abolition of the grade crossing of a public way known as Turnpike Street at Eastondale, in the town of Easton, with the Old Colony Railroad, now leased to the New York, New Haven & Hartford Railroad Company, as determined by the special commission appointed by the Superior Court, on the petition of the directors of the said Old Colony and New York, New Haven & Hartford Railroad companies, —

It appearing that said special commission has determined that a change of grade of said Old Colony Railroad is necessary for the convenience and security of the public, as set forth in its report, and application being made for the consent of this Board to said change

of grade under the provisions of chapter 312 of the Acts of 1892, and the several parties in interest having declared that they do not desire to be heard in the premises, — it is

Ordered, That the Board, under the provisions of chapter 312 of the Acts of 1892, consents to a change of grade of said Old Colony Railroad in the town of Easton, in the manner and to the extent set forth in the report of said special commission and plan accompanying the same.

Attest: Wm. A. Crafts,
Clerk.

September 7, 1899.

Change of Grade of Boston & Albany Railroad in Framingham and Ashland.

In the matter of the petition of the Boston & Albany Railroad Company for the approval by the Board, under chapter 430 of the Acts of 1887, of a change of its location in the towns of Framingham and Ashland, after public notice and hearing, — it is

Ordered, That the Board hereby approves of a change in the location of the Boston & Albany Railroad in the towns of Framingham and Ashland, near the twenty-third milestone in its present location, for the purpose of improving the alignment of its road, as shown on a plan filed with said petition and signed by Walter Shepard, chief engineer of said company.

Attest: Wm. A. Crafts,
Clerk.

September 21, 1899.

Cost of Abolishing Grade Crossings.

Fitchburg Railroad with Public Ways in Fitchburg.

In the matter of the abolition of the grade crossings of the Fitchburg Railroad and certain public ways in the city of Fitchburg, to wit, at Water Street, Putnam Street and Laurel Street, as determined by the special commission appointed by the Superior Court, an estimate of the total cost of the abolition of said grade crossings having been submitted to the Board and duly considered, —

The Board hereby certifies that in its judgment the expenditure on the part of the Commonwealth under this and certificates previously issued agreeably to section 11 of chapter 428 of the Acts of 1890 will not exceed the limit prescribed by said act, as amended by chapter 439 of the Acts of 1896. (Estimated cost, $205,000.)

Attest: Wm. A. Crafts,
Clerk.

June 7, 1899.

Similar certificates have been granted as follows: —

June 15, 1899, New York, New Haven & Hartford Railroad, with public ways in Middleborough. Estimated cost, $131,000.

June 27, 1899, Boston & Maine Railroad, with public ways in Arlington. Estimated cost, $118,800.

July 7, 1899, Boston & Maine Railroad, with Underhill Street in Ipswich. Estimated cost, $9,600.

July 10, 1899, New York, New Haven & Hartford Railroad, with Whitinsville Crossing in Uxbridge. Estimated cost, $51,326.

July 15, 1899, New York, New Haven & Hartford Railroad, with Turnpike Street in Easton. Estimated cost, $30,096.

July 19, 1899, New York, New Haven & Hartford Railroad, with Water and Union streets in Scituate. Estimated cost, $19,000.

July 24, 1899, New York, New Haven & Hartford Railroad, with public ways in West Stockbridge. Estimated cost, $3,000.

October 4, 1899, Boston & Albany Railroad, with public ways in Pittsfield. Estimated cost, $36,000.

Alteration of Crossings with Highways.

Boston & Albany Railroad with a Public Way, in Pittsfield.

In the matter of the alteration or repair of the bridge over the Boston & Albany Railroad near the Junction, so called, in the city of Pittsfield, the Board hereby designates George W. Bishop, one of its members, for appointment as one of the special commission to determine the questions set forth in section 131 of said chapter 112 and chapter 295 of the Acts of 1887, as applied to the alteration above named.

Attest: Wm. A. Crafts,
Clerk.

March 27, 1899.

Grade Crossings by Railroad Tracks for Private Use.

On Petition of the Thompson & Norris Company, across Everett Street, in Boston.

In the matter of the petition of the Thompson & Norris Company, of Boston, for the construction by said company of a railroad track, to be operated by steam power, for private use in the transportation of freight across Everett Street in the Brighton District of said city of Boston, at the same level with said street, —

It appearing, after public notice and hearing, that the board of aldermen of said city by its order dated August 17, 1899, has given

their consent thereto, and no one appearing to object or show cause against the same, — it is

Ordered, That the Board hereby consents to the construction by the petitioners of a single railroad track for private use as aforesaid, to be operated by steam power, across and at the level with said Everett Street, in the Brighton District of said city of Boston, between Braintree Street and the southerly line of the location of the Boston & Albany Railroad: *provided*, and on the express condition, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and passing over said crossing; and that no engine, car or train shall pass over the same at a greater speed than four miles an hour.

Attest: Wm. A. Crafts,
Clerk.

September 22, 1899.

On Petition of Greenwood Brothers & Company, across Partridge and Temple Streets, in Gardner.

In the matter of the petition of Greenwood Brothers & Company, of Gardner, for the consent of the Board to the construction by them of a railroad track for private use in the transportation of freight across two public ways in said town of Gardner, at the same level with said ways, —

It appearing, after public notice and hearing, that the selectmen of said town have given their consent thereto, and that the county commissioners of Worcester County, by their decree dated September 20, 1899, have adjudged that public necessity requires such crossings at grade, and no one appearing to object or show cause against the same, — it is

Ordered, That the Board consent to the construction by the petitioners of a railroad track for private use as aforesaid, connecting with the Fitchburg Railroad, and running across Partridge Street, in the town of Gardner, at a point about 720 feet southwesterly from the westerly line of Temple Street, and also across Temple Street, in said town, at a point about 165 feet northerly from the westerly line of Partridge Street: *provided*, *however*, and on the express condition, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and passing over said crossing; and that no engine, car or train shall pass over the same at a greater speed than four miles an hour.

Attest: Wm. J. McCullough,
Assistant Clerk.

September 27, 1899.

On Petition of Bowe Granite Company, across Becket and Blandford Turnpike, in Becket.

In the matter of the petition of the Bowe Granite Company, a corporation organized under the laws of the State of New York, for the consent of the Board to the construction and operation of a railroad for private use in the transportation of granite across a public way in the town of Becket, known as the Becket and Blandford Turnpike, at a level therewith, —

It appearing, after public notice and hearing, that the selectmen of said town have given their consent thereto, and that the county commissioners of Berkshire County, by their decree dated October 3, 1899, have adjudged that public necessity requires such crossing at grade, and no one appearing to object or show cause against the same, — it is

Ordered, That the consent of the Board be and the same is hereby given to the construction by the petitioners of a railroad track for the use aforesaid, to be operated by steam power, across and at the level with said Becket and Blandford Turnpike, in the town of Becket: *provided*, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing; and that no engine, car or train shall cross said street at a greater speed than four miles an hour.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 14, 1899.

On Petition of Springfield Breweries Company, across North Chicopee Street, in Chicopee.

In the matter of the petition of the Springfield Breweries Company for the consent of the Board to the construction by it of a railroad track to be operated by steam power for private use in the transportation of freight across North Chicopee Street, a highway in the city of Chicopee, at a level with said street, —

It appearing, after public notice and hearing, that the board of aldermen of the city of Chicopee have given their consent thereto and that the county commissioners of the county of Hampden have by their decree adjudged that public necessity requires such crossing at grade, and no one appearing to object or show cause against the same, — it is

Ordered, That the consent of the Board be and the same is hereby given to the construction by the Springfield Breweries Company of a railroad track for private use across North Chicopee Street, in the city of Chicopee, at a level therewith, and connecting with the rail-

road system operated by the Boston & Maine Railroad, as shown upon a plan filed with this petition: *provided, however*, and this consent is given upon the express condition, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and passing over said crossing; and *further provided*, that no engine, car or train shall cross said street at a greater speed than four miles an hour.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 11, 1899.

FARM CROSSINGS AT GRADE.

On Petition of Reuben Brooks, across the Boston & Maine Railroad, in Gloucester.

In the matter of the petition of Reuben Brooks, under the provisions of chapter 171, Acts of 1892, for an order establishing a crossing to be made and maintained in the city of Gloucester across or under the roadbed of the Boston & Maine Railroad, —

It appearing, after notice and hearing of the parties interested, that no sufficient evidence has been presented to show that no compensation was paid by the said Boston & Maine Railroad for cutting off access to the lands now owned by the petitioner, — it is

Ordered, That the petition of said Reuben Brooks for a way as aforesaid across or under the roadbed of the Boston & Maine Railroad be and the same is hereby dismissed.

Attest: WM. A. CRAFTS,
Clerk

DECEMBER 4, 1899.

HEIGHT OF BRIDGES OVER RAILROADS.

Bridge over Fitchburg Railroad, at Beacon Street, in Somerville.

In the matter of the petition of the Fitchburg Railroad Company for the consent of the Board to the alteration and reconstruction of the highway bridge over the tracks of said company at Beacon Street in the city of Somerville, at a height less than eighteen feet above said tracks, —

It appearing, after notice and a public hearing of all parties interested, that the county commissioners of Middlesex County have decreed that it is necessary for the security and convenience of the public that alterations be made at said bridge, and no valid and sufficient objection being shown thereto, — it is

Ordered, That the Board consent to the reconstruction of the highway bridge over the Fitchburg Railroad at Beacon Street in the city of Somerville at a clear height of not less than fifteen feet and six inches above the tracks of said railroad.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 7, 1899.

Bridge over Fitchburg Railroad, at Massachusetts Avenue, in Cambridge.

In the matter of the petition of the Fitchburg Railroad Company for the consent of the Board to the alteration and reconstruction of the highway bridge over the tracks of said company at Massachusetts Avenue in the city of Cambridge, at a height less than eighteen feet above said tracks, —

It appearing, after notice and a public hearing of all parties interested, that the county commissioners of Middlesex County have decreed that it is necessary for the public security and convenience that alterations be made at said bridge, and no valid and sufficient objection being shown thereto, — it is

Ordered, That the Board consent to the reconstruction of the highway bridge over the Fitchburg Railroad at Massachusetts Avenue in the city of Cambridge at a clear height of not less than fifteen feet and six inches above the tracks of said railroad.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 7, 1899.

Bridge over Boston & Maine Railroad, at Washington Street, in Malden.

In the matter of the petition of the Boston & Maine Railroad for the consent of the Board, under section 120 of chapter 112 of the Public Statutes, to the rebuilding of the Washington Street bridge, so called, over the Western division of the railroad of said corporation, in the city of Malden, at a height of less than eighteen feet above the tracks of said railroad, —

It appearing that all parties in interest have had notice of said petition and have waived hearing thereon, and no sufficient objection appearing thereto, it is

Ordered, That the Board consent to the construction of the said bridge at a height of not less than seventeen feet in the clear where the same crosses above the tracks of said railroad at the place aforesaid, as shown by plan on file with the petition, — the minimum height of the present bridge above said tracks being sixteen and one-half feet.

Attest: WM. A. CRAFTS,
Clerk.

MAY 3, 1899.

Bridge over Boston & Maine Railroad, at Underhill Street, in Ipswich.

On the joint petition of the Boston & Maine Railroad and the Selectmen of the town of Ipswich, —

It appearing that the special commission appointed by the Superior Court on the alteration of a grade crossing of the Boston & Maine Railroad at Underhill Street in said town have determined that the said street shall pass over the Boston & Maine Railroad by a bridge, and, it also appearing that the bridges in the vicinity are not exceeding sixteen feet above the tracks, — it is

Ordered, That the Board hereby consents to the construction of a bridge over the Boston & Maine Railroad at Underhill Street in the town of Ipswich, at a height less than eighteen feet, but not less than sixteen (16) feet in the clear above the tracks of said railroad.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 13, 1899.

Bridge over Boston, Revere Beach & Lynn Railroad, at Crest Avenue, in Winthrop.

In the matter of the petition of the Metropolitan Park Commission for the consent of the Board to the construction of a bridge over the Boston, Revere Beach & Lynn Railroad substantially on the lines of

Crest Avenue in the town of Winthrop at a height less than eighteen feet above the tracks of said railroad, —

It appearing that the Boston, Revere Beach & Lynn Railroad Company and the selectmen of Winthrop have severally accepted notice of said petition and have assented to the granting thereof, and that no freight trains are operated on said railroad, — it is

Ordered, That the consent of the Board be, and the same is, hereby given for the construction by the Metropolitan Park Commission of a bridge over the Boston, Revere Beach & Lynn Railroad substantially on the lines of Crest Avenue in the town of Winthrop, at a clear height above the tracks of said railroad of not less than fourteen and one-half feet.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 10, 1899.

HEATING OF PASSENGER CARS.

On the Boston & Albany Railroad.

On the application of the Boston & Albany Railroad Company to be exempted from the requirements of the law regulating the heating of passenger cars on certain trains, — it is

Ordered, That the Boston & Albany Railroad Company is hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive so far as concerns passenger cars on "mixed trains," in which freight cars are placed between the locomotive and said passenger cars, on the Webster and Athol branches of its road: *provided*, that said passenger cars shall be heated by the Baker or Johnson heaters heretofore approved by the Board.

This exemption shall terminate on the 1st of October, 1901.

Attest: WM. A. CRAFTS,
Clerk.

OCTOBER 6, 1899.

On the Boston & Maine Railroad.

On the application of the Boston & Maine Railroad, — it is

Ordered, That the Boston & Maine Railroad is hereby exempted from heating a combination car in mixed trains 161 and 162 on the Acton Branch by steam from the locomotive: *provided*, that said car is heated by a *Baker heater*.

This exemption shall terminate on the 1st of October, 1901.

Attest: WM. A. CRAFTS,
Clerk.

SEPTEMBER 21, 1899.

On the Fitchburg Railroad.

On the application of the Fitchburg Railroad Company, — it is

Ordered, That the Fitchburg Railroad Company is hereby exempted from heating a combination car in a freight train between South Ashburnham and Ashburnham on the Ashburnham Branch by steam from the locomotive: *provided*, that said car is heated by a *Baker heater*.

This exemption shall terminate on the 1st of October, 1901.

Attest: WM. A. CRAFTS,
Clerk.

SEPTEMBER 21, 1899.

On the Grafton & Upton Railroad.

On the application of the Grafton & Upton Railroad Company for exemption from heating its passenger cars by steam from the locomotive, — it is

Ordered, That the Grafton & Upton Railroad Company is hereby exempted from the requirements of chapter 249 of the Acts of 1891 relating to the heating of passenger cars by steam from the locomotive: *provided*, *however*, that said cars shall be heated by the method known as the Baker or Johnson heaters.

This exemption shall terminate on the 1st of October, 1901.

Attest: WM. A. CRAFTS,
Clerk

SEPTEMBER 26, 1899.

On the Hoosac Tunnel & Wilmington Railroad.

On the application of the Hoosac Tunnel & Wilmington Railroad Company, — it is

Ordered, That the Hoosac Tunnel & Wilmington Railroad Company is hereby exempted from the requirement of heating its passenger cars by steam from the locomotive as prescribed by chapter 249 of the Acts of 1891: *provided*, that said cars shall be heated by the system known as the Baker heater; and *provided*, *further*, that this exemption shall expire on October 1, 1901.

Attest: WM. A. CRAFTS,
Clerk.

SEPTEMBER 16, 1899.

On the New York, New Haven & Hartford Railroad.

On the application of the New York, New Haven & Hartford Railroad Company to be exempted from the requirements of the law regulating the heating of passenger cars on certain trains, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive so far as concerns passenger cars on "mixed trains," in which freight cars are placed between the locomotive and said passenger cars, on the Berkshire and Northampton divisions of its road: *provided*, that said passenger cars shall be heated by the Baker or Johnson heaters heretofore approved by the Board.

This exemption shall terminate on the 1st of October, 1901.

Attest: WM. J. MCCULLOUGH,
Assistant Clerk.

SEPTEMBER 28, 1899.

On the New York, New Haven & Hartford Railroad.

On the application of the New York, New Haven & Hartford Railroad Company for exemption from the requirements of law relating to heating its passenger cars on certain trains, —

It appearing that such exemption on mixed trains is necessary and reasonable, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby exempted from the requirements of chapter 249 of the Acts of 1891 in relation to heating passenger cars, so far as concerns the passenger cars in the following mixed trains : —

Train 6397, leaving Harwich at 10.45 A.M. Arriving at Chatham at 11.08 A.M.

Train 6396, leaving Chatham at 3.15 P.M. Arriving at Harwich at 3.42 P.M.

Provided, that said cars are heated by a Baker or Johnson heater.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 7, 1899.

The Board declines to exempt from the requirements of law the "Composite" car No. 1098, now running between Islington Junction and Dedham.

WM. A. CRAFTS,
Clerk.

SUNDAY TRAINS AND STEAMBOATS.

Regular Sunday Trains on the New York, New Haven & Hartford Railroad.

On the application of the general superintendent of the New York, New Haven & Hartford Railroad, Eastern District, — it is

Ordered, That the Board authorize the running by the New York, New Haven & Hartford Railroad Company on the several divisions of the said Eastern District within the limits of this Commonwealth, on the Lord's day, during the year 1899, of the regular passenger trains scheduled on the official printed time tables of said Eastern District, Nos. 29 and 29A, which took effect at 12.01 A.M. on Sunday, January 1, 1899, and Sunday, March 19, 1899; which tables are on file in this office and are made a part of this order.

But upon the following express conditions, viz.: —

1. That no one of said trains shall be run in whole or in part as a special or excursion train.

2. That the fares charged or collected on said trains shall in no case be less than the fares charged on regular week-day trains between the same stations or points on the lines of said railroad, including any connecting steamboat lines, whether the tickets or fares be local or joint.

Ordered, That all votes or orders heretofore passed by the Board authorizing the running of trains on the Lord's day on any of the lines of the said railroad, are hereby revoked.

Attest: WM. A. CRAFTS, *Clerk.*

APRIL 13, 1899.

By similar orders, schedules of regular Sunday trains, deemed by the Board to be necessary for the public accommodation, have been authorized on the Boston & Albany Railroad, the Boston & Maine Railroad, the Boston, Revere Beach & Lynn Railroad and the Fitchburg Railroad.

Special Sunday Train for Knights of Columbus.

On the application of the general passenger agent of the Fitchburg Railroad Company, — it is

Sunday Steamboats — Providence, Fall River & Newport Steamboat Company.

In the matter of the petition of the Providence, Fall River & Newport Steamboat Company, under chapter 389 of the Acts of 1897, for authority to run steamboats on the Lord's day between the city of Fall River, in this State, and the city of Newport, Narragansett Pier and the island of Block Island, in the State of Rhode Island, —

It appearing to the Board, upon consideration of the facts submitted, that the public necessity, convenience, health and welfare may reasonably require, within the meaning and intent of the statute, the running of such steamboats under proper regulations and restrictions, — it is

Ordered, That the Board authorize, during the year 1899, the running by the said Providence, Fall River & Newport Steamboat Company, on the Lord's day, of one steamboat in the forenoon from Fall River to Newport, and thence continuing to Block Island, or connecting at Newport with another regular steamboat run by said company from Newport to Block Island; and also one steamboat in the afternoon from Block Island to Newport, and thence continuing to Fall River, or connecting at Newport with the first-mentioned steamboat on its return trip from Newport to Fall River; but upon these express conditions, viz.: —

1. Said boats shall not touch nor receive or discharge passengers at any intermediate point between Fall River and Block Island, excepting Newport and Narragansett Pier, either going or returning.

2. Said boats shall be run during such portion of the year only as regular week-day boats are run on the route aforesaid.

3. The fares and ticket rates charged or collected for transportation on said boats shall in no case be less than the regular week-day fares and rates charged or collected by said company for transportation between the same points on said route.

4. No spirituous or malt or other intoxicating liquor shall be sold or furnished by said company, or shall be allowed to be sold or furnished by any person, on said boats or on any grounds or premises owned or controlled by said company at which said boats land or touch; and no gaming or other unlawful sport shall be permitted thereon.

5. No person who is under the influence of liquor, or who is noisy, disorderly, profane or indecent in language or behavior, shall be allowed to ride on said boats; and no offensive conduct of any kind shall be permitted thereon.

6. The authority hereby given may be revoked at any time, in the discretion of the Board, without previous notice to said company.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 12, 1899.

Ordered, That the Fitchburg Railroad Company is hereby authorized to run on Sunday, January 29, 1899, a special train from Concord to Gardner and return, and a like train from Greenfield to Gardner and return, for the sole accommodation of the Knights of Columbus, a charitable organization, to attend a lawful meeting of the order, and in no sense to be public excursion trains.

Attest: WM. A. CRAFTS,
Clerk.

JANUARY 24, 1899.

Special Sunday Train for Masonic Lodge of Greenfield.

On the application of the general passenger agent of the Fitchburg Railroad Company, — it is

Ordered, That the Fitchburg Railroad Company and the lessee of the New London Northern Railroad are hereby authorized to run a special train from Greenfield to Leverett, and return, *via* Miller's Falls, on Sunday, April 2d, for the accommodation of the Masonic Lodge of Greenfield, to attend the burial of Lieutenant C. H. Field, who was killed at Santiago, Cuba: *provided*, that said train shall not be run as a public excursion train at reduced rates, but for the exclusive use of said Masonic Lodge and the friends of the members.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 28, 1899.

Special Sunday Train for Boston Veteran Firemen's Association.

On the application of the Veteran Firemen's Association of Boston, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby authorized to run a special train on Sunday, June 11, 1899, from Boston to Forest Hills and return, for the exclusive accommodation of the Boston Veteran Firemen's Association, who desire as a body to visit and decorate the Firemen's burial lot in Forest Hills Cemetery; but said train is not to be run as a public excursion train.

Attest: WM. A. CRAFTS,
Clerk

APRIL 29, 1899.

A number of other special Sunday trains have been authorized by the Board, in the course of last year, for what were deemed to be good and exceptional reasons.

MISCELLANEOUS RAILROAD MATTERS.

Approval of Gates on New York, New Haven & Hartford Railroad, at Drawbridge over Fort Point Channel, in the City of Boston.

On the application of the New York, New Haven & Hartford Railroad Company, — it is

Ordered, That the Board hereby approve the placing of a gate on each side of the drawbridge of the New York, New Haven & Hartford Railroad across Fort Point Channel, in the city of Boston, at a distance of about three hundred feet from said bridge, as shown on a plan filed with the application, until the proposed lift bridge carrying the tracks of said railroad across said channel is completed.

Attest: Wm. A. Crafts,
Clerk.

March 9, 1899.

Inspection and Test of Locomotive Boilers.

Boston, April 1, 1899.

To the President or General Manager of the
_____ Railroad Company.

Your attention is called to the statute providing for the testing of locomotive boilers, chapter 73 of the Acts of 1882, and to the revised regulations of the Board, which go into effect April 1, 1899, and which are now published by the Board under that statute, and especially to clause 5 of these regulations which requires an annual report of such tests.

Blanks for record of tests to be returned to the Board can be obtained on application at this office.

By order of the Board,
Wm. A. Crafts,
Clerk.

[Acts of 1882, Chapter 73.]

An Act to provide for the testing of locomotive boilers.

Be it enacted, etc., as follows:

Section 1. The board of railroad commissioners shall as soon as may be adopt, publish and communicate, to every corporation or person operat-

ing a railroad or any portion of a railroad in this Commonwealth, regulations for testing the boilers of locomotives.

SECTION 2. After three months from the publication of said regulations, any corporation or person using on a railroad in this Commonwealth a locomotive the boiler of which has not been tested as provided by said regulations, shall be liable to a penalty of twenty dollars for every day of such use, to be recovered for the use of the Commonwealth by fine imposed on complaint before any court or magistrate of competent jurisdiction.

SECTION 3. Said board may from time to time revise said regulations, and when such revision has been communicated to any corporation or person operating a railroad or portion of a railroad in this Commonwealth, it shall have the same effect as to such person or corporation as if originally adopted by said board.

SECTION 4. Nothing in this act shall be construed to authorize the appointment by the board of any person to test locomotive boilers. All the testing of such boilers under the regulations of said board shall when possible be done by the master mechanic of the corporation, firm or person constructing or repairing such boilers, or using them on a railroad in this Commonwealth. [*Approved March 16, 1882.*

REGULATIONS FOR THE INSPECTION AND TEST OF LOCOMOTIVE BOILERS ADOPTED APRIL 1, 1899, BY THE BOARD OF RAILROAD COMMISSIONERS UNDER THE PROVISIONS OF CHAPTER 73 OF THE ACTS OF 1882.

1. All boilers for locomotives before going into service must be subjected to a hydraulic pressure of not less than 25 pounds per square inch in excess of the maximum amount to be carried when in service, and in no case less than 150 pounds per square inch.

2. The water must be heated to near the boiling point.

3. This test must be repeated at least once a year.

4. The superintendent of motive power, master mechanic, or other proper agent of the company will attend in person He will remain outside while an assistant will examine the fire-box from the inside.

5. A record of all tests must be made, giving dates and anything worthy of mention, and a report of the same must be made to the Board on or before the first day of February annually, covering the preceding calendar year.

6. Special examinations of the stay-bolts of locomotives in service must be made not less frequently than once in three months.

7. When these examinations are made, all the water must be drawn from the boiler, so that the vibration of the sheet may indicate any unsoundness of the stay-bolt when it is struck with a hammer. When stay-bolts are drilled this test may be omitted.

8. All stay-bolts applied after this date, with the exception of crown sheet bolts and bolts behind the frames, must be drilled from the outside one and one-fourth of an inch deep and three-sixteenths of an inch in diameter.

9. No locomotive shall continue in service with a broken stay-bolt in the top row, or with two or more broken bolts contiguous in any part of the fire-box.

10. Steam gauges must be tested immediately before hydraulic pressure is applied, and must be tested at least once in three months thereafter.

11. These regulations supersede all regulations heretofore made by the Board.

The Board urgently recommends, in addition to these Regulations, that all stay-bolts now in use, except those mentioned in Rule 8, be drilled one and three-fourths of an inch deep and three-sixteenths of an inch in diameter.

By order of the Board,

WM. A. CRAFTS,
Clerk.

APPROVAL OF TRANSFER OF MORTGAGE BY THE CENTRAL VERMONT RAILROAD COMPANY, OF SUCH COMPANY'S INTEREST AS LESSEE IN THE NEW LONDON NORTHERN RAILROAD, TO THE AMERICAN LOAN & TRUST COMPANY OF BOSTON.

In the matter of the petition of the American Loan & Trust Company, of Boston, for the approval by the Board of the consent which, subject to such approval, was given by the General Court of Massachusetts, by chapter 456 of the Acts of 1898, to the transfer to the petitioner of the interest of the Central Vermont Railroad Company as lessee in the New London Northern Railroad, which transfer was made by a mortgage given by said Central Vermont Railroad Company to the petitioner as trustee, under date of October 26, 1892, —

It appearing to the Board, after special notice to the said New London Northern Railroad Company and to the Receivers of the said Central Vermont Railroad Company, and after public notice by advertisement and a hearing on January 31, 1899, of all parties * desiring to be heard, that the said New London Northern Railroad Company has withdrawn its opposition to and now favors such consent, and that such transfer is consistent with the public interests, — it is

Ordered, That the Board hereby approves the consent to the transfer aforesaid as given by said chapter 456 of the Acts of 1898, entitled "An Act relative to the transfer by mortgage by the Central Vermont Railroad Company of said company's interest as lessee in the New London Northern Railroad."

Ordered, also, That the approval of the Board take effect as of the date of the hearing on the petition, to wit, January 31, 1899.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 1, 1899.

* Elmer P. Howe, Esq., appeared for the petitioner, Moorfield Storey, Esq., for first mortgage bondholders, Walter C. Noyes, Esq., for the New London Northern Railroad Company, and Charles H. Tyler, Esq., for certain unsecured creditors of the Central Vermont Railroad Company in opposition to the petition.

Extension of Boston & Providence Railroad to Grounds of Boston Terminal Company — Certificate of Compliance with Law.

The Board of Railroad Commissioners, having made an examination of the extension of the Boston & Providence Railroad in the city of Boston, from a point at or near Dartmouth Street to the grounds of the Boston Terminal Company, hereby certifies that all laws relating to the construction of said extension and tracks have been complied with, and that the road appears to be in a safe condition for operation.

Attest: Wm. A. Crafts,
Clerk.

August 31, 1899.

Relocation of Freight Depot of Boston & Maine Railroad in the City of Chelsea.

On the petition of the Boston & Maine Railroad for the approval by the Board, under section 157 of chapter 112, Public Statutes, of the relocation of the freight depot of said company in the city of Chelsea, after investigation by the Board, — it is

Ordered, That the Board hereby consents to the relocation of the freight depot of the Boston & Maine Railroad in the city of Chelsea, as approved by the board of aldermen of Chelsea, and as shown on plan on file in this office entitled "Plan of Proposed Yard in Chelsea, Mass., near Vila Street Station, November, 1898."

Attest: Wm. J. McCullough,
Assistant Clerk.

September 20, 1899.

Progress in the Abolition of Grade Crossings.

The number of grade crossings of railroads and public ways, as returned by the several corporations, was 2,052, being eighteen less than in the preceding year. Fourteen grade crossings have been abolished, and there is a reduction of four crossings on the New London Northern, due probably to an error in the earlier report.

The number of crossings protected by gates is four less than in the last report, the number protected by flagmen is ten more, and the number with electric signals was four less. The number of crossings abolished during the year was 14, or half as many as in the preceding year; there were 16 in process of abolition, and 125 cases in which petitions for the appointment of commissions to decide the question of abolition were pending at the time of making the return.

The following table shows the statistics of crossings on each of the operating railroads, including all leased lines: —

Grade Crossings of Railroads with Public Ways and Progress in the Abolition thereof.

RAILROADS.*	Total Grade Crossings.	PROTECTED BY			Total Protected.	Unprotected.	Abolished during the last Year.	In Process of Abolition.	Petition Pending.
		Gates.	Flagmen.	Electric Signals					
Boston & Albany,	233	51	21	1	73	160	2	3	26
Boston & Maine,	608	236	172	21	429	179	1	9	14
Boston, Revere Beach & Lynn,†	11	6	5	–	11	–	–	–	–
Cape Ann Granite,	2	1	1	–	2	–	–	–	–
Fitchburg,	227	69	40	8	117	110	1	–	6
Grafton & Upton,	30	–	3	–	3	27	–	–	–
Hoosac Tunnel & Wilmington,†	–	–	–	–	–	–	–	–	–
Nantucket Central,†	4	–	4	–	4	–	–	–	–
New London Northern,	53	–	6	–	6	47	–	–	–
New York, New Haven & Hartford,	884	197	202	94	493	391	10	4	79
Totals,	2,052	560	454	124	1,138	914	14	16	125

* Including leased and operated lines.

† A narrow-gauge railroad.

[C.]

TABULATED STATEMENTS OF RAILROAD ACCIDENTS.

Train Accidents.

Tabulated Statement of Railroad Train Accidents reported to the Board during the Year ending June 30, 1899.

DESCRIPTION OF ACCIDENTS.	Number of Accidents.	PASSENGERS.		EMPLOYEES.		OTHER PERSONS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions:									
Head,	1	–	–	–	1	–	–	–	1
Rear,	14	4	97	–	19	–	–	4	116
Crossing,	–	–	–	–	–	–	–	–	–
In yards,	14	–	5	2	15	–	–	2	20
Total Collisions,*	29†	4	102	2	35	–	–	6	137
Derailments:									
Passenger trains,	2	–	11	3	1	–	–	3	12
Freight trains,	3	–	–	–	2	–	2	–	4
In yards,	4	–	–	–	4	–	–	–	4
Total Derailments,‡	9	–	11	3	7	–	2	3	20
Total Train Accidents,	38	4	113	5	42	–	2	9	157

* Not including collisions of parts of separated trains, causing no personal injury.

† Including one slight collision between a passenger train and a freight train.

‡ Not including derailments resulting in no injury to persons, nor derailments of parts of trains in freight yards.

TABULATED STATEMENT OF RAILROAD ACCIDENTS REPORTED DURING THE YEAR ENDING JUNE 30, 1899.

RAILROADS.	GENERAL SUMMARY OF ACCIDENTS.									TO PASSENGERS.			
										FROM CAUSES BEYOND THEIR OWN CONTROL.		BY THEIR OWN FAULT OR WANT OF CARE.	
	Total Number of Injuries to Persons.	To Passengers.	To Employees.	At Grade Crossings and Stations.	To Trespassers.	To Adults.	To Children.	Fatal Injuries.	Injuries not Fatal.	Killed.	Injured.	Killed.	Injured.
Boston & Albany,	260	16	180	8	56	246	14	31	229	–	4	–	12
Boston & Maine,	346	38	192	40	76	337	9	80	266	–	10	4	24
Boston, Revere Beach & Lynn,	4	–	–	2	2	4	–	4	–	–	–	–	–
Fitchburg,	156	5	118	10	23	151	5	24	132	–	1	–	4
New London Northern,	7	–	5	–	2	7	–	2	5	–	–	–	–
New York, New Haven & Hartford,	298	146	95	16	41	291	7	70	228	5	132	1	8
All other companies,	1	–	–	–	1	1	–	1	–	–	–	–	–
Totals,	1,072	205	590	76	201	1,037	35	212	860	5	147	5	48

Tabulated Statement of Railroad Accidents reported during the Year ending June 30, 1899 — Continued.

RAILROADS.	To Employees.													
	To Trainmen.	To Other Employees.	In coupling and uncoupling cars.		By overhead bridges.		By train accidents.*		By falling from trains and engines.		From other causes.†		Total Killed.	Total Injured.
			Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Boston & Albany,	165	15	3	35	1	19	1	30	3	39	3	46	11	169
Boston & Maine,	157	35	4	99	–	5	–	20	6	24	8	26	18	174
Boston, Revere Beach & Lynn,	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Fitchburg,	109	9	2	31	–	2	1	20	2	24	4	32	9	109
New London Northern,	4	1	–	2	–	–	–	–	–	–	–	3	–	5
N. Y., New Haven & Hartford,	70	25	1	15	–	1	5	14	5	15	14	25	25	70
All other companies,	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Totals,	505	85	10	182	1	27	7	84	16	102	29	132	63	527

* Including engine and car accidents.

† Chiefly to men in freight yards, or to trackmen, while crossing or standing too near the tracks. Some of the casualties, though happening to employees, were not peculiar to the operation of railroads.

Tabulated Statement of Railroad Accidents reported during the Year ending June 30, 1899 — Concluded.

RAILROADS.	At Grade Crossings.				At Stations.		To Trespassers.				
	With gates or flags.		Without gates or flags.								
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicides.
Boston & Albany,	–	2	1	3	–	2	29	27	19	37	1
Boston & Maine,	10	11	3	5	6	5	57	19	39	37	–
Boston, Revere Beach & Lynn,	1	–	–	–	1	–	2	–	2	–	–
Fitchburg,	3	3	1	2	1	–	20	3	10	13	–
New London Northern,	–	–	–	–	–	–	2	–	2	–	–
N. Y., New Haven & Hartford,	3	2	2	4	2	3	36	5	32	9	2
All other companies,	–	–	–	–	–	–	1	–	1	–	–
Totals,	17	18	7	14	10	10	147	54	105	96	3

Summary of Railroad Accidents reported during the Last Ten Years.

Years.	General Summary of Accidents.									To Passengers.				To Employees.	
	Total Number of Injuries to Persons	To Passengers.	To Employees.	At Grade Crossings and Stations.	To Trespassers.	To Adults.	To Children.	Fatal Injuries.	Injuries not Fatal.	From Causes beyond their Own Control.	By their Own Fault or Want of Care.	Killed.	Injured.	To Trainmen.	To Other Employees.
1890, . .	830	171	390	70	199	777	53	257	573	88	83	38	133	307	83
1891, . .	826	134	408	84	200	784	42	269	557	74	60	39	95	336	72
1892, . .	1,100	156	624	91	229	1,056	44	267	833	68	88	16	140	529	95
1893, . .	1,451	182	924	99	246	1,417	34	353	1,098	76	106	25	157	832	92
1894, . .	1,114	146	600	83	285	1,064	50	232	882	66	80	18	128	480	120
1895, . .	981	48	600	81	252	951	30	248	733	5	43	5	43	483	117
1896, . .	1,025	89	578	74	284	1,002	23	274	751	37	52	10	79	439	139
1897, . .	919	63	537	75	244	892	27	248	671	24	39	1	62	415	122
1898, . .	1,077	148	584	83	262	1,051	26	228	849	83	65	6	142	430	154
1899, . .	1,072	205	590	76	201	1,037	35	212	860	152	53	10	195	505	85
Totals, .	10,395	1,342	5,835	816	2,402	10,031	364	2,588	7,807	673	669	168	1,174	4,756	1,079
Averages,	1,040	134	584	82	240	1,003	36	259	781	67	67	17	117	476	108

Summary of Railroad Accidents reported during the Last Ten Years — Concluded.

YEARS.	To Employees — Concluded.							At Grade Crossings.				At Stations.		To Trespassers.				
	In Coupling and Uncoupling Cars.	By Overhead Bridges.	By Train Accidents.*	By Falling from Trains and Engines.	From Other Causes.	Total Killed.	Total Injured.	With Gates or Flags.	Without Gates or Flags.	Killed.	Injured.	Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicides.
1890, . .	158	20	18	75	119	68	322	21	26	19	28	8	15	158	41	119	80	4
1891, . .	194	19	27	69	99	67	341	21	51	24	48	9	3	166	34	129	71	4
1892, . .	307	31	27	104	155	84	540	24	47	32	39	8	12	177	52	127	102	2
1893, . .	412	44	40	185	243	110	814	32	44	36	40	10	13	190	56	141	105	9
1894, . .	257	17	76	101	149	53	547	24	41	19	46	6	12	217	68	136	149	4
1895, . .	256	22	66	107	149	67	533	30	41	26	45	3	7	192	60	147	105	2
1896, . .	233	28	58	85	174	74	504	26	33	31	28	7	8	223	61	152	132	–
1897, . .	193	23	45	72	204	70	467	29	26	26	29	11	9	180	64	140	104	–
1898, . .	237	15	58	130	144	49	535	37	21	21	37	7	18	196	66	145	117	3
1899, . .	192	28	91	118	161	63	527	35	21	24	32	10	10	147	54	105	96	3
Totals, .	2,439	247	506	1,046	1,597	705	5,130	279	351	258	372	79	107	1,846	556	1,341	1,061	31
Averages,	244	25	51	105	160	71	513	28	35	26	37	8	11	185	56	134	106	3

* Including engine and car accidents.

[D.]

SPECIAL REPORTS ON STREET RAILWAY MATTERS.

CONNECTING LOCATION.

Petition for a Grant by the Board of a Connecting Street Railway Location in the Town of Halifax.

Public hearings, after due notice, March 27 and April 7, 1899. Robert O. Harris, Esq., for the petitioners. The board of selectmen of Halifax was represented by Cephas Washburn and Sylvanus Bourne, two of its members, and James H. Flint, Esq., appeared for a company in process of organization under the name of the Brockton & Plymouth Street Railway Company.

The petitioners in this case are a majority of the directors named in articles of association for the formation under chapter 113 of the Public Statutes of a corporation, to be named the Whitman & Plymouth Street Railway Company, for the purpose of constructing and operating a street railway. The termini of the proposed railway, as described in the articles, are located in the towns of Whitman and Plymouth, and its route is to extend through six intervening towns, one of which is the town of Halifax. The articles of association have been subscribed and published, and petitions for track locations have been filed in all of the towns named in the articles. In six of the towns, including the towns of Pembroke and Plympton which adjoin the town of Halifax on either side, locations have been granted and accepted. The selectmen of the town of Halifax have refused to grant a connecting location through that town; and this petition is brought, under section 14 of chapter 578 of the Acts of 1898, in order to obtain from this Board a grant of such location.

Section 14 provides in substance that any "street railway company," whose petition for an original location, which is necessary in order to connect two towns, has been refused in the connecting town, may at any time within thirty days after such refusal apply to this Board for such location; and if it appears, after notice and hearing,

that the company has already been granted and has duly accepted locations for a street railway in two towns adjoining the town in which the location has been refused, and that a location is necessary n order to connect such existing locations, the Board may, if it finds that public necessity and convenience so require, enter a decree granting such connecting location.

Two questions, which have been fully considered and argued at the hearings, arise: *First*, are the petitioners a "street railway company" and as such entitled to avail themselves of the provisions of section 14? *Second*, if they are so entitled, or, in other words, if the Board has jurisdiction of the case, do the public necessity and convenience require the granting of the location prayed for?

1. The meaning of the term "street railway company" is defined in the first section of the act in question as follows: "In the construction of this act, unless such meaning would be repugnant to the context, . . . 'street railway companies' and 'companies' shall mean all corporations, persons, partnerships or associations constructing, maintaining or operating street railways," with an exception not here material. The petitioners concede that they are not "constructing, maintaining or operating" a street railway. The association which they represent has not as yet reached the point where it can lawfully commence such construction. Before a company organized under the general law can begin to build a street railway, there must have been obtained from this Board a certificate that all the requirements of law preliminary to incorporation have been complied with, and the secretary of the Commonwealth must have issued a certificate of incorporation, and the corporation must have organized by the choice of permanent officers, and these officers must have filed with the secretary of the Commonwealth a sworn certificate that 50 per cent of the par value of each share of the capital stock has been actually paid in cash. (Public Statutes, chapter 113, section 19.) None of these things have as yet been done in the present case. No money has been paid in, not even the 10 per cent required before incorporation.

It may be argued that it was the probable intention of the framers of the act to include in the provisions of section 14 not only a "street railway company" which is lawfully constructing or operating a street railway, but also "a majority of the directors of a company in process of organization" who are expressly included in the provisions of the preceding section 13. It may be argued, on the contrary, that it was not designed in section 14 to give to this Board the power to override the action of the local authorities by granting a location which they had refused, except in favor of a company which had already proved its purpose in good faith to build and oper-

ate a street railway, by paying in at least one-half of its capital stock and by actually commencing the construction of its railway.

Whatever the framers of the statute may have had in mind, the intent of the Legislature can be learned only from the language and definitions of the act. The act explicitly defines what the words "street railway company" shall be taken in the construction of the act to mean. We cannot properly enlarge the scope of our powers under section 14 by constructively giving to those words a meaning which is broader than the express definition of the statute itself. For these reasons the Board declines to entertain the petition in this case.

2. As the petitioners were also heard at length upon the facts and merits of the case, it may be proper to add that, even if a different conclusion had been reached as to the proper construction of section 14, the public necessity and convenience would not, in the judgment of the Board, have required the granting of the particular location prayed for. We think the selectmen of Halifax were fairly justified in refusing this location. By a change in the westerly terminus and in a portion of the route of the proposed railway, the objections of the selectmen might have been avoided without apparent prejudice to the interests of the petitioners or of the general public.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

April 24, 1899.

GRADE CROSSINGS OF RAILROADS BY STREET RAILWAYS.

Petition of Norton & Taunton Street Railway Company for consent to Grade Crossing of New York, New Haven & Hartford Railroad, on Main Street in Norton.

In the matter of the petition of the Norton & Taunton Street Railway Company for authority to cross with its tracks the tracks of the Attleborough Branch of the Old Colony Railroad on Main Street in the town of Norton, at the same level therewith, —

It appearing, after public notice and hearing, that the New York, New Haven & Hartford Railroad Company, lessee of the Old Colony Railroad Company, proposes to apply to the Superior Court for the appointment of a commission to determine what alterations are necessary for the security and convenience of the public at said crossing of the highway and railroad, and the street railway company praying that it may be allowed to cross said railroad tracks with a temporary track during the construction of said alteration, — it is

Ordered, That the Board consent to the construction by the said railway company of a street railway track across said railroad track at the same level therewith, on said Main Street in the town of Norton; but upon and subject to the following express conditions, limitations, restrictions and regulations in respect to such crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely: —

1. Said railway company shall construct but one street railway track at grade across said railroad track on said Main Street.

2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in a manner satisfactory to said railroad company and to the Board; or, if the parties do not agree in regard thereto, in such manner as from time to time, after notice and hearing the parties, is prescribed by the Board.

3. Said railway company, in addition to the other precautions and safeguards required by law or rule, shall at its own cost station at said crossing, during all that portion of each day and night within which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead

construction thereat are in good repair and working condition, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine or train; and no railway car shall cross or begin to cross said railroad except when and as he shall direct; but he shall have no right to interfere with any flagman employed by the railroad company in the performance of his duty, and shall in all respects co-operate with such flagman in further protecting the crossing.

4. Said railway company shall from time to time provide and maintain such other or further safeguards or means of protecting said crossing as the Board, after notice and hearing, deems necessary for the public safety and in writing prescribes.

5. The consent hereby given is limited to the period from this date to the first of October, 1899; and the right of said railway company to construct and maintain a railway track across said railroad track at grade as aforesaid, shall cease at the expiration of said term, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained.

6. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, as the Board may deem to be reasonable and necessary.

Attest: WM. A. CRAFTS,
Clerk.

JANUARY 16, 1899.

PETITION OF TAUNTON & BROCKTON STREET RAILWAY COMPANY FOR EXTENSION OF TIME FOR GRADE CROSSING OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD, ON TURNPIKE STREET IN EASTON.

In the matter of the petition of the Taunton & Brockton Street Railway Company for an extension of the time during which said company may maintain a grade crossing of the New York, New Haven & Hartford Railroad on Turnpike Street in the town of Easton, as authorized by the order of this Board dated July 15, 1897, —

It appearing that proceedings have been had for abolishing the grade crossing, and are now pending before a special commission appointed by the Superior Court, and that under the circumstances the public convenience may reasonably permit an extension of time for maintaining said crossing under the safeguards heretofore prescribed by the Board, — it is

Ordered, That the Board hereby consents to the further maintenance of the grade crossing of the tracks of the Taunton & Brockton Street Railway Company with the tracks of the New York, New Haven & Hartford Railroad, on Turnpike Street in the town of Easton, for the term of one year from the fifteenth day of July, 1898, but upon and subject to the conditions, limitations, restrictions and regulations in respect to said crossing and the use thereof, which were set forth in the order of the Board dated July 15, 1897.

Attest: WM. A. CRAFTS,
Clerk.

FEBRUARY 1, 1899.

PETITION OF NORTON & TAUNTON STREET RAILWAY COMPANY IN RELATION TO THE MANNER OF CROSSING AT GRADE THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD, ON MAIN STREET IN NORTON.

In the matter of the petition of the Norton & Taunton Street Railway Company for the Board to prescribe the manner in which a grade crossing of the railway of said company, consented to by the Board by its order of January 16, 1899, shall be constructed across the track of the New York, New Haven & Hartford Railroad on Main Street in the town of Norton, — after notice and hearing the parties, — it is

Ordered, That the Board approve the construction of said grade crossing in conformity with a plan submitted by said street railway company, designed by Hodges & Harrington, civil engineers, and marked "1895, C. 192," a copy of which is on file in this office and is to be referred to.

Attest: WM. A. CRAFTS,
Clerk.

FEBRUARY 9, 1899.

PETITION OF THE FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH STREET RAILWAY COMPANY FOR CONSENT TO GRADE CROSSING OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD, ON WORCESTER STREET IN FRAMINGHAM.

In the matter of the petition of the Framingham, Southborough & Marlborough Street Railway Company for authority to cross with its tracks the tracks of the New York, New Haven & Hartford Railroad on Worcester Street in the town of Framingham, at the same level therewith, —

It appearing, after public notice and hearings, at which the said railroad company appeared by its counsel and was fully heard, and and after a view of the premises, that the petitioner has been granted

by the selectmen of said town of Framingham a location of its railway across said railroad on the street aforesaid, and has accepted said location; and that, upon all the facts shown, and while existing conditions continue, the public convenience may reasonably require and the public safety reasonably permit, with proper safeguards and regulations, the construction and maintenance of said railway at the same level with said railroad on said Worcester Street, — it is

Ordered, That the Board consent to the construction by the said railway company of a street railway track across said railroad track at the same level therewith, on said Worcester Street in the town of Framingham; but upon and subject to the following express conditions, limitations, restrictions and regulations in respect to such crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely: —

1. Said railway company shall construct but one street railway track at grade across said railroad track on said Worcester Street.

2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in a manner satisfactory to said railroad company and to the Board; or, if the parties do not agree in regard thereto, in such manner as from time to time, after notice and hearing the parties, is prescribed by the Board.

3. Said railway company, in addition to the other precautions and safeguards required by law or rule, shall at its own cost station at said crossing, during all that portion of each day and night within which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead construction thereat are in good repair and working condition, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine or train; and no railway car shall cross or begin to cross said railroad except when and as he shall direct; but he shall have no right to interfere with any flagman employed by the railroad company in the performance of his duty, and shall in all respects cooperate with such flagman in further protecting the crossing.

4. Said railway company shall from time to time provide and maintain such other or further safeguards or means of protecting said crossing as the Board, after notice and hearing, deems necessary for the public safety and in writing prescribes.

5. The consent hereby given is limited to the period from this date to the first of March, 1902; and the right of said railway company to construct and maintain a railway track across said railroad track at grade as aforesaid, shall cease at the expiration of said term, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained.

6. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, as the Board may deem to be reasonable and necessary.

Attest: WM. A. CRAFTS,
Clerk.

FEBRUARY 28, 1899.

PETITION OF NORFOLK SOUTHERN STREET RAILWAY COMPANY FOR CONSENT TO A GRADE CROSSING OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD ON NORTH STREET IN FOXBOROUGH.

Public hearings were given on this petition July 18, 1898, February 24 and March 13, 1899, and a view of the premises was taken March 3, 1899.

The president of the railway company appeared with counsel for the petitioner, and C. F. Choate, Jr., Esq., for the railroad company.

At the second hearing the petitioner modified its petition by asking for consent to a temporary grade crossing of the railroad for a period of eighteen months only, with the expectation that before the expiration of that time the grade crossing of the railroad and highway would be abolished, under the general law of 1890 for the abolition of grade crossings, on the petition of the authorities of the town.

In the opinion of the Board it would be dangerous for a street railway to pass over the tracks of the railroad at grade at this point. The street is crossed by the main double-track line of the Northern division of the New York, New Haven & Hartford Railroad. Thirty-two trains pass daily at this point. The crossing is close to the North Foxborough station, a small flag station where few or no trains make regular stops, and many trains pass this point at high rates of speed. Moreover, there is a descending grade in the highway as it approaches the railroad from both directions, particularly on the eastern side, where there is also a bad curve in the highway and some obstruction of the view towards the north when approaching the crossing.

Apart from the consideration that the grade crossing of the railroad and highway may be abolished, as before suggested, there seems to be a practicable way by which the street railway company can avoid a grade crossing of the railroad under the provisions of chapter 404 of the Acts of 1898, which authorizes street railway companies to acquire land for such purpose.

It appears to be the feeling of most of the parties interested, including the town officers, that this grade crossing involves such dangers that it should be abolished; and, as evidence of this, the selectmen voted at their meeting of March 11, 1899, to instruct the attorney of the town to take the necessary steps for petitioning the Superior Court for its abolition.

In view of the existing conditions, the Board has reached the conclusion that considerations of public safety and the interests of all concerned require it to withhold its consent to the grade crossing asked for.

By order of the Board,

WM. A. CRAFTS,
Clerk.

MARCH 21, 1899.

PETITION OF THE LEXINGTON & BOSTON STREET RAILWAY COMPANY FOR CONSENT TO GRADE CROSSING OF BOSTON & MAINE RAILROAD ON LEXINGTON STREET IN WALTHAM.

In the matter of the petition of the Lexington & Boston Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway across the track of the Central Massachusetts Railroad, now operated under lease by the Boston & Maine Railroad, at the same level with said track, on Lexington Street in the city of Waltham, —

It appearing, after public notice and a hearing at which the said railroad company appeared by its counsel and was fully heard, that the petitioner has been granted by the board of aldermen of said city of Waltham a location of its railway on said Lexington Street where the same is crossed by said railroad at grade, and has accepted said location; and that, upon all the facts shown and while existing conditions continue, the public convenience may reasonably require and the public safety reasonably permit, with proper safeguards and regulations, the construction and maintenance of said railway at the same level with said railroad at the place aforesaid, — it is

Ordered, That the Board consent to the construction by the petitioner of its railway at grade across said railroad at the place prayed for, but upon and subject to the following conditions, limitations, restrictions and regulations in respect to said crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely:

1. Said railway company shall construct but one street railway track across said railroad at grade on said Lexington Street.

2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in such manner, with frogs or other devices, as is satisfactory to said railroad company; or, if the parties do not agree in regard thereto, in such manner as is from time to time, after notice and hearing, prescribed by the Board.

3. Said railway company, in addition to the other precautions and safeguards required by law or rule, shall at its own cost station at said crossing, during all that portion of each day and night within

which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead electric construction at and near the same are at all times in good working condition and repair, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine or train; and no railway car shall cross or begin to cross said railroad except when and as he shall direct.

4. The right of said railway company to construct and maintain a railway track across said railroad at grade as aforesaid shall cease at the expiration of five years from the date of this order, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained by said railway company.

5. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, or such other safeguards may be required, as, having primary regard to the public safety and convenience, the Board may deem to be reasonable and necessary.

By order of the Board,

WM. J. MCCULLOUGH,
Assistant Clerk.

JULY 19, 1899.

PETITION OF TAUNTON & BROCKTON STREET RAILWAY COMPANY FOR EXTENSION OF TIME FOR GRADE CROSSING OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD, ON TURNPIKE STREET IN EASTON.

On the petition of the Taunton & Brockton Street Railway Company, after notice and hearing, — it is

Ordered, That the Board consents to the continued maintenance and use of its railway by the Taunton & Brockton Street Railway Company across the tracks of the New York, New Haven & Hartford Railroad at a level therewith on Turnpike Street in the town of Easton, subject to the express conditions, limitations, restrictions and regulations in respect to said crossing and the manner and use thereof set forth in the order of this Board authorizing the construction of said crossing, dated July 15, 1897. *Provided*, *however*, the right of said street railway company to maintain a crossing of said railroad tracks shall cease upon the abolition of said grade crossing, and in any event shall not continue after the 15th day of July, 1900, unless further lawful authority is obtained.

Attest: WM. A. CRAFTS,
Clerk.

SEPTEMBER 22, 1899.

Petition of Framingham, Southborough & Marlborough Street Railway Company in relation to the Manner of crossing at Grade the New York, New Haven & Hartford Railroad, on Worcester Street in Framingham.

In the matter of the petition of the Framingham, Southborough & Marlborough Street Railway Company for the Board to prescribe the manner in which a grade crossing of the railway of said company, consented to by the Board by its order of February 28, 1899, shall be constructed across the track of the New York, New Haven & Hartford Railroad on Worcester Street in the town of Framingham, — after notice and hearing the parties, — it is

Ordered, That the Board approve the construction of said grade crossing in conformity with a plan submitted by said street railway company, designed by the Pennsylvania Steel Company, Steelton, Pennsylvania, and numbered 14932–3, a copy of which is on file in this office and is to be referred to.

Attest: Wm. J. McCullough,
Assistant Clerk.

October 2, 1899.

Petition of Lexington & Boston Street Railway Company for consent to Grade Crossing of Boston & Maine Railroad on Bedford Street in North Lexington, and Bedford Street in Billerica.

In the matter of the petition of the Lexington & Boston Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway across the tracks of the Arlington Branch of the Boston & Maine Railroad at Bedford Street, North Lexington, and of the Billerica Branch of said railroad at Bedford Street, Billerica, at the same level with said tracks, —

It appearing, after public notice and hearings at which the said railroad company appeared by its counsel and was fully heard, and after a view of the premises, that the said crossings at grade can be avoided, under the provisions of chapter 404 of the Acts of 1898, without unreasonable expense to said street railway company, — it is

Ordered, That the Board declines to give its consent to the construction of the tracks of said Lexington & Boston Street Railway Company across the tracks of the said Boston & Maine Railroad, as aforesaid.

Attest: Wm. J. McCullough,
Assistant Clerk.

October 2, 1899.

Petition of Norton & Taunton Street Railway Company for extension of Time for Grade Crossing of New York, New Haven & Hartford Railroad, on Main Street in Norton.

On the petition of the Norton & Taunton Street Railway Company, after notice and hearing, — it is

Ordered, That the consent of the Board be, and the same is hereby, given to the continued maintenance and use of its railway by the Norton & Taunton Street Railway Company across the tracks of the New York, New Haven & Hartford Railroad at a level therewith on Main Street in the town of Norton, subject to the conditions, limitations, restrictions and regulations in respect to said crossing and the manner and use thereof set forth in the order of this Board authorizing the construction of said crossing, dated January 16, 1899: *provided*, *however*, that the right of said street railway company to maintain such crossing of said railroad tracks shall cease upon the abolition of said grade crossing, and in any event shall not continue after the first day of October, 1900; *provided*, *further*, that said street railway company shall not allow the maintenance and use of such crossing to interfere with or in any way impede the work of abolishing said grade crossing.

Attest: Wm. A. Crafts,
Clerk.

October 13, 1899.

Petition of East Taunton Street Railway Company for consent to Grade Crossing of New York, New Haven & Hartford Railroad, on Middleborough Avenue in Taunton.

In the matter of the petition of the East Taunton Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway upon Middleborough Avenue in the city of Taunton across the tracks of the steam railroad operated by the New York, New Haven & Hartford Railroad Company at the same level with the tracks of said railroad company, —

It appearing, after public notice and hearing and after a view of the premises, that the said crossing at grade can be avoided without unreasonable expense to said street railway company, — it is

Ordered, That the consent of the Board to the petition of the East Taunton Street Railway Company for the construction of its tracks at grade across the tracks of the New York, New Haven & Hartford

Railroad Company upon Middleborough Avenue in the city of Taunton be, and the same is hereby, refused.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 6, 1899.

PETITION OF FITCHBURG & SUBURBAN STREET RAILWAY COMPANY IN RELATION TO THE MANNER OF CROSSING AT GRADE THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD, ON WATER STREET, LEOMINSTER.

In the matter of the petition of the Fitchburg & Suburban Street Railway Company for action by the Board in prescribing the manner in which a grade crossing of the railway of said company over the tracks of the Northern Division of the New York, New Haven & Hartford Railroad Company on Water Street in the town of Leominster shall be constructed, in accordance with the order of this Board dated December 29, 1898, after notice and hearing, at which hearing both the street railway company and railroad company were represented by counsel, — it is

Ordered, That the approval of the Board be given to the construction of the said grade crossing in conformity with a plan submitted by the said street railway company furnished by the Loraine Steel Company of Johnstown, Pennsylvania, which plan is numbered 32,216 and a copy of which is on file in this office.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 8, 1899.

PETITION OF CLINTON & HUDSON STREET RAILWAY COMPANY FOR CONSENT TO GRADE CROSSING OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD NEAR WEST BERLIN STATION IN BERLIN.

In the matter of the petition of the Clinton & Hudson Street Railway Company, under the provisions of chapter 426, Acts of 1895, for the consent of the Board to the construction by said company of a street railway across the tracks of the railroad of the Old Colony Railroad Company, now operated by the New York, New Haven & Hartford Railroad Company, at the same level with the tracks of said railroad company at a point upon the highway near the West Berlin station in the town of Berlin, as shown upon plan filed with said petition, —

It appearing, after public notice and hearings thereon, at which hearings both railway and railroad companies were represented and fully heard by counsel, that the said railway company has been granted and has duly accepted a location for its street railway tracks

upon said highway; and that while existing conditions continue the public convenience and necessity may reasonably require, under proper limitations and regulations, the maintenance and operation of a railway track at the same level with the railroad tracks at this place, — it is

Ordered, That the consent of the Board be, and the same is hereby, given to the construction by the said railway company of a street railway across the railroad tracks at the same level therewith at the point in question near the West Berlin station, as shown upon the plan on file in this office, in the town of Berlin; but upon and subject to the following express conditions, limitations and regulations imposed pursuant to the provisions of chapter 228, Acts of 1892: —

1. The railway company shall construct but one street railway track at grade across the railroad tracks at said place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as from time to time, after notice and hearing, may be prescribed by the Board.

3. The railway company, in addition to the other precautions and safeguards required by law or rules and regulations, shall at its own cost place and maintain at said crossing during all that portion of each day and night within which it runs cars over said crossing a competent and reliable man whose business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains and whether any train is overdue and to watch for and give warning of any approaching or expected engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such other and further safeguards or means of protecting said crossing as the Board, after notice and hearing, may deem necessary for the public safety and may in writing prescribe.

5. The right of the railway company to construct and maintain a railway track across the railroad tracks shall cease at the expiration of two years from the date of this order unless the further consent of the Board or lawful authority therefor shall have been first duly obtained.

6. The foregoing conditions, limitations and regulations shall be from time to time subject to change and modification in accordance with the provisions of chapter 228, Acts of 1892.

Attest: Wm. A. Crafts,
Clerk.

November 8, 1899.

Petition of Northampton & Amherst Street Railway Company for consent to Grade Crossing of Boston & Maine Railroad on Amherst Road in Hadley.

In the matter of the petition of the Northampton & Amherst Street Railway Company, under the provisions of chapter 426, Acts of 1895, for the consent of the Board to the construction by said company of a street railway across the tracks of the Central Massachusetts Railroad Company, now leased to and operated by the Boston & Maine Railroad, at the same level with the tracks of said railroad company at a point in a public way known as the Amherst Road and in the locality known as Flaherty's Crossing, in the town of Hadley, as shown upon plan filed with said petition, —

It appearing, after public notice and hearing thereon, at which hearing both railway and railroad companies were represented and fully heard by counsel, that the said railway company has been granted and has duly accepted a location for its street railway tracks upon said highway; that a petition has been duly filed in the Superior Court praying for the abolition of the said crossing, and that a plan for the abolition of the same has practically been agreed upon between the parties; and that the work of securing the abolition of this crossing is to be completed in the near future; and that while existing conditions continue the public convenience and necessity may reasonably require, under proper limitations and regulations, the maintenance and operation of a railway track at the same level with the railroad tracks at this place, — it is

Ordered, That the consent of the Board be, and the same is hereby, given to the construction by the said street railway company of a street railway across the railroad tracks at the same level therewith at the place in question, as shown upon plan on file in this office, in the town of Hadley; but upon and subject to the following express conditions, limitations and regulations imposed pursuant to the provisions of chapter 228, Acts of 1892: —

1. The street railway company shall construct but one street railway track at grade across the railroad tracks at said place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as from time to time, after notice and hearing, may be prescribed by the Board.

3. The street railway company, in addition to the other precautions and safeguards required by law or rules and regulations, shall at its own cost place and maintain at said crossing during all that portion of each day and night within which it runs cars over said crossing a

competent and reliable man whose business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains and whether any train is overdue and to watch for and give warning of any approaching or expected engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such other and further safeguards or means of protecting said crossing as the Board, after notice and hearing, may deem necessary for the public safety and may in writing prescribe.

5. The right of the street railway company to construct and maintain a railway track across the railroad tracks at grade as aforesaid shall cease upon the abolition of said highway grade crossing and in any event shall cease at the expiration of one year from the date of this order unless the further consent of the Board or lawful authority therefor shall have been first duly obtained; and the street railway company shall not permit the construction and maintenance of its railway track to interfere with or impede in any way the work of abolishing said highway grade crossing.

6. The foregoing conditions, limitations and regulations shall be from time to time subject to change and modification in accordance with the provisions of chapter 228, Acts of 1892.

Attest: Wm. A. Crafts,
Clerk.

December 11, 1899.

Petition of Webster & Dudley Street Railway Company for Extension of Time for Grade Crossing of New York, New Haven & Hartford Railroad, on East Main Street in Webster.

On the petition of the Webster & Dudley Street Railway Company, after notice and hearing, — it is

Ordered, That the consent of the Board be, and the same is hereby, given to the continued maintenance and use of its railway by the Webster & Dudley Street Railway Company across the tracks of the New York, New Haven & Hartford Railroad at a level therewith in East Main Street in the town of Webster, subject to the conditions, restrictions and regulations in respect to said crossing and the manner and use thereof set out in the order of this Board authorizing the construction of said crossing, dated July 13, 1898: *provided*, *however*, that the right of said street railway company to maintain such crossing of said railroad tracks shall cease upon the abolition of said

grade crossing, and in any event shall not continue after the first day of July, 1900; and *provided, further*, that said street railway company shall not allow the maintenance and use of such crossing to interfere with or in any way impede the work of abolishing said grade crossing.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 20, 1899.

APPROVAL OF LOCATIONS.

Petition of Forest Hills & Quincy Street Railway Association for Approval of Location in Boston.

In the matter of the petition of the directors of an association for the formation of a corporation under the name of the Forest Hills & Quincy Street Railway Company, asking for the approval by the Board, under section 8 of chapter 413 of the Acts of 1887, of a location of tracks in the city of Boston as granted to said directors by an order of the board of aldermen of said city under date of December 27, 1898, —

After public notice and full hearing of the petitioners and remonstrants and of all other parties desiring to be heard, the Board finds and determines as follows: —

The order of location referred to was presented to the mayor of Boston for his approval on December 28, 1898, but was not approved by him, nor did he return the order before the end of the municipal year which expired January 2, 1899. The Board inclines to the opinion that the order was not duly passed and is without legal force and effect; and so rules. If the order is void, it would be idle for the Board to approve the location.

Whether or not the above view is correct, and apart from any legal aspect of the case, the Board moreover is not satisfied upon the facts shown that the location ought under present conditions to be approved. The evidence tended to show that on an important section of the route the street as now laid out and constructed is narrow and hardly adequate for the operation of a street railway and for the due safety and convenience of other public travel. Extensive plans for the widening of the street are now under consideration. The location and construction of the railway may properly await, as it seems to us, the fuller development of these plans and improvements.

It also appeared that considerable and essential sections of the location and route of the proposed railway are outside the limits of any public highway or street. No authority under general or special law was shown for the location of any part of this railway on private land. It was conceded by the petitioners that the board of aldermen had no power to grant, and that this Board has no power to approve, a location outside a public way. We cannot revise and amend

the order of location as passed by the board of aldermen. If we approve the location, we must approve it as a whole. It does not seem to us proper affirmatively to approve a location for essential portions of which no warrant or sanction of law has been shown. Eliminating these portions, if this could be done, the location would be of little value to the petitioners or the public.

By order of the Board,

WM. A. CRAFTS,
Clerk.

JUNE 9, 1899.

PETITION OF THE WEST END STREET RAILWAY COMPANY FOR APPROVAL OF LOCATION OF A SECOND TRACK ON PROSPECT STREET, CAMBRIDGE.

Two public hearings have been given on this petition and the Board has viewed the proposed location on Prospect Street, and also the streets adjacent and parallel thereto.

The petitioner was represented at the hearings by Prentiss Cummings, Esq , its counsel; Gilbert A. A. Pevey, Esq., city solicitor of Cambridge, also appeared by instruction of the board of aldermen in aid of the petition. Many remonstrants, consisting of residents and property owners upon this and adjacent streets, were represented by William A. Munroe, Esq.

The location for which approval is asked, as granted by the board of aldermen of Cambridge, consists of a double track upon Prospect Street in place of the existing single track and turnouts. It begins at a point near Austin Street and extends through said Prospect Street to Cambridge Street, a distance of about three thousand feet. The petitioner asks for the approval of this location on the following grounds: —

1. That Prospect Street forms a part of the direct and natural line of travel from Somerville through Central Square in Cambridge to Allston and Brighton and the towns beyond.

2. That with the present system of single track and turnouts it is unable properly to perform its service to the public, and that unavoidable delays are frequently occurring on the section of track in question.

The remonstrants claim: —

1. That there is no present necessity for the change, as there has been no recent increase in the service through Prospect Street.

2. That with a double track the street is too narrow properly to accommodate the ordinary public travel.

3 That the change will involve the destruction of a large number of shade trees on both sides of the street, which project beyond the

curb various distances, ranging from three to twenty-four inches. Many of these trees are of large size, and their removal would destroy the present attractive appearance of the thoroughfare.

For these and other reasons they propose as a substitute measure that a single track should be laid through Columbia Street, a street parallel to and about six hundred feet distant from Prospect Street, and that a portion of the travel should be diverted through that street, thus relieving Prospect Street sufficiently to make the additional second track in their opinion clearly unnecessary.

While we feel that these objections are entitled to serious consideration, and while we are especially reluctant to approve any plan that may lead to the destruction of so great a number of trees in a street largely residential, yet, after a careful review of the whole question, we have reached the conclusion that the interests and convenience of the public will on the whole be better served by granting the request of the petitioner.

Three lines of cars, from East Cambridge, West Somerville and Harvard Square *via* Broadway, are carried through Prospect Street, and it seems very desirable that there should be better facilities for the expeditious handling of the travel upon this line. It is also clear that a service divided between parallel streets, with a single track and turnouts in each, cannot be managed either with as great convenience to the public or advantage to the railway company. The route through Prospect Street, being the most direct, is consequently the most desirable, and renders unnecessary the introduction of additional curves and switches on the main line at the corner of Columbia Street, which would become essential if the alternative route were adopted.

We therefore approve the location of a second track on Prospect Street, as granted by the board of aldermen; but in doing so we wish to express the hope that some way may be found to preserve at least a portion of the trees which the residents on the street are so desirous of retaining.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

June 22, 1899.

[E.]

ORDERS RELATING TO STREET RAILWAYS.

LEASES AND CONSOLIDATIONS.

Approval of Consolidation of the Braintree with the Quincy & Boston Street Railway Company.

In the matter of the petition of the Quincy & Boston Street Railway Company for the approval by the Board, under chapter 269 of the Acts of 1897, of the terms of a proposed purchase and sale by and to said company of the railway, franchise and property of the Braintree Street Railway Company, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that the railways of said companies connect with each other; that such purchase and sale are authorized by the statute aforesaid; that the terms thereof, as hereinafter set forth, will involve no increase but a decrease of the aggregate amount of the capital stock and debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed to be made as aforesaid: —

1. The Braintree Street Railway Company, by a duly authorized and executed deed, shall convey and transfer to the Quincy & Boston Street Railway Company all its franchise, railway, equipments, rights, easements, and other property, real and personal, to have and to hold the same to said last-named company, its successors and assigns, forever.

2. In consideration of such conveyance, the Quincy & Boston Street Railway Company shall assume and pay the funded debt and all other lawful debts, claims and demands now outstanding or hereafter at any time arising against the Braintree Street Railway Company; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. Upon the due execution and delivery of such deed, the Quincy & Boston Street Railway Company shall also issue and deliver to the Braintree Street Railway Company, or to the stockholders of said company, shares of its own capital stock in exchange for the 1,000 shares of the outstanding capital stock, amounting to $100,000, of said Braintree Street Railway Company, in the ratio of five Quincy & Boston shares for six Braintree shares; and, upon such exchange being made, the certificates of the said Braintree shares shall be surrendered and cancelled, and shall not be reissued: *provided*, that any minority stockholder of the said Braintree Street Railway Company, who dissents from the terms of purchase and sale as herein set forth, shall have the rights and remedies with respect to his share or shares which are provided in section 4 of chapter 308 of the Acts of 1891, so far as the provisions of said section may be applicable hereto.

4. The said purchase and sale shall not be made, nor shall it be valid or binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two-thirds in interest of the stockholders, of each of the companies aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

FEBRUARY 28, 1899.

PETITION FOR APPROVAL OF LEASE OF THE FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH TO MARLBOROUGH STREET RAILWAY COMPANY.

In the matter of the joint petition of the Marlborough Street Railway Company and the Framingham, Southborough & Marlborough Street Railway Company for the approval by the Board, under chapter 213 of the Acts of 1897, of the terms of a proposed lease by and to said first-named company of the railway, franchise and property of said last-named company, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, and at which all parties desiring were fully heard, that the terms proposed, upon the facts shown, and taking into account the existing financial and other conditions affecting the petitioners, are not reasonable or consistent with the public interest, — it is

Ordered, That the terms of said proposed lease be not approved.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 1, 1899.

Approval of Consolidation of the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hingham and the Rockland & Abington Street Railway Companies with the Hanover Street Railway Company.*

In the matter of the joint petition of the Braintree & Weymouth Street Railway Company, the Bridgewater, Whitman & Rockland Street Railway Company, the Hanover Street Railway Company, the Hingham Street Railway Company and the Rockland & Abington Street Railway Company for the approval by the Board, under chapters 506 of the Acts of 1894 and 269 of the Acts of 1897, of the terms of a proposed consolidation of the said five companies with each other under the name of the Hanover Street Railway Company, —

It appearing, after a public hearing of which notice was given by advertisement pursuant to the order of the Board, that the railways of the said companies connect with each other or together form continuous lines; that such consolidation is authorized by said chapter 269 of the Acts of 1897; that the terms thereof, as hereinafter set forth, will involve no increase of the aggregate amount of the capital stock and debt of the said consolidating companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the consolidation proposed to be made as aforesaid: —

1. The name of the consolidated company shall be the "Hanover Street Railway Company."

2. Each of the said five consolidating companies, by a duly authorized and executed deed, shall convey and transfer to the consolidated company aforesaid, all its franchise, railway, equipments, rights, easements and other property, real and personal, to have and to hold the same to the said consolidated company, its successors and assigns, forever.

3. In consideration of such conveyance, the said consolidated company shall assume, pay and discharge all of the funded and unfunded debts and obligations of, and all lawful claims and demands now outstanding or hereafter at any time arising against, each of the said five consolidating companies; and it shall be expressly so stipulated in the several deeds of conveyance aforesaid.

4. Upon the due execution and delivery of such deeds, the said consolidated company, after obtaining due authority therefor in the manner provided by law, shall issue and deliver to each of the said consolidating companies, or to the several stockholders thereof, shares

* Name subsequently changed to South Shore & Boston Street Railway Company.

of its own capital stock to be exchanged share for share for the outstanding shares of capital stock of the said five consolidating companies respectively; to wit, 1,600 of its shares to be exchanged for the 1,600 outstanding shares of the Braintree & Weymouth Street Railway Company, 850 of its shares to be exchanged for the 850 outstanding shares of the Bridgewater, Whitman & Rockland Street Railway Company, 494 of its shares to be exchanged for the 494 outstanding shares of the Hanover Street Railway Company, 1,880 of its shares to be exchanged for the 1,880 outstanding shares of the Hingham Street Railway Company, and 1,200 of its shares to be exchanged for the 1,200 outstanding shares of the Rockland & Abington Street Railway Company, — or, in the aggregate, 6,024 of its shares to be exchanged as aforesaid for the 6,024 outstanding shares of the said five consolidating companies. Upon such exchange being made, the certificates of the latter shares of stock shall be surrendered and cancelled, and shall not be reissued; and the stockholders of the five consolidating companies aforesaid shall thereupon become the stockholders of the said consolidated company; and the latter company shall have and enjoy the powers and privileges, and shall be subject to the duties, liabilities and restrictions of the five merged companies and of each of them.

5. The said consolidation shall not be made, nor shall it be valid or binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two-thirds in interest of the stockholders, of each of the five consolidating companies aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

JULY 7, 1899.

APPROVAL OF CONSOLIDATION OF THE NORTON & ATTLEBOROUGH, THE MANSFIELD & NORTON AND THE MANSFIELD & EASTON STREET RAILWAY COMPANIES WITH THE NORTON & TAUNTON STREET RAILWAY COMPANY.

In the matter of the joint petition of the Norton & Taunton Street Railway Company, the Norton & Attleborough Street Railway Company, the Mansfield & Norton Street Railway Company and the Mansfield & Easton Street Railway Company for the approval by the Board, under chapters 506 of the Acts of 1894 and 269 of the Acts of 1897, of the terms of a proposed consolidation of the said four companies with each other, under the name of the Norton & Taunton Street Railway Company, —

It appearing, after a public hearing of which notice was given by advertisement pursuant to the order of the Board, that the railways of the said companies connect with each other or together form continuous lines; that such consolidation is authorized by said chapter 269 of the Acts of 1897; that the terms thereof, as hereinafter set forth, will involve no increase of the aggregate amount of the capital stock and debt of the said consolidating companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the consolidation proposed to be made as aforesaid: —

1. The name of the consolidated company shall be the "Norton & Taunton Street Railway Company."

2. Each of the said four consolidating companies, by a duly authorized and executed deed, shall convey and transfer to the consolidated company aforesaid, all its franchise, railway, equipments, rights, easements and other property, real and personal, to have and to hold the same to the said consolidated company, its successors and assigns, forever.

3. In consideration of such conveyance, the said consolidated company shall assume, pay and discharge all of the funded and unfunded debts and obligations of, and all lawful claims and demands now outstanding or hereafter at any time arising against, each of the said four consolidating companies; and it shall be expressly so stipulated in the several deeds of conveyance aforesaid.

4. Upon the due execution and delivery of such deeds, the said consolidated company, after obtaining due authority therefor in the manner provided by law, shall issue and deliver to each of the said consolidating companies, or to the several stockholders thereof, shares of its own capital stock to be exchanged share for share for the outstanding shares of capital stock of the said four consolidating companies respectively; to wit, 800 of its shares to be exchanged for the 800 outstanding shares of the Norton & Taunton Street Railway Company, 400 of its shares to be exchanged for the 400 outstanding shares of the Norton & Attleborough Street Railway Company, 400 of its shares to be exchanged for the 400 outstanding shares of the Mansfield & Norton Street Railway Company, and 1,000 of its shares to be exchanged for the 1,000 outstanding shares of the Mansfield & Easton Street Railway Company, — or, in the aggregate, not to exceed 2,600 of its shares to be exchanged as aforesaid for the 2,600 outstanding shares of the said four consolidating companies. Upon such exchange being made, the certificates of the latter shares of stock shall be surrendered and cancelled, and shall not be reissued; and the stockholders of the four consolidating companies aforesaid shall thereupon become the stockholders of the said consolidated com-

pany; and the latter company shall have and enjoy the powers and privileges, and shall be subject to the duties, liabilities and restrictions of the four merged companies and of each of them.

5. The said consolidation shall not be made, nor shall it be valid or binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two-thirds in interest of the stockholders, of each of the four consolidating companies aforesaid.

Attest: WM. J. MCCULLOUGH,
Assistant Clerk.

JULY 20, 1899.

CONSOLIDATION OF THE NORFOLK SUBURBAN WITH THE WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of a proposed purchase by the petitioner of the property and franchise of the Norfolk Suburban Street Railway Company with a view to the consolidation of the two companies under the name of the West Roxbury & Roslindale Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that said terms provide that the property and franchise of the Norfolk Suburban Street Railway Company shall be duly conveyed to the West Roxbury & Roslindale Street Railway Company by a duly authorized and executed deed, and that as a part of the consideration of such conveyance the West Roxbury & Roslindale Street Railway Company shall pay and assume all outstanding debts and obligations of the Norfolk Suburban Street Railway Company; that the terms of the contract for such purchase and sale have been duly agreed to and approved by the directors and the stockholders of each of the contracting companies; that the terms of the proposed purchase and consolidation as hereinafter set forth involve no increase of the aggregate amount of the capital stock and the debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company is provided for in the

terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company by the issue of additional shares not exceeding 1,875 in number, amounting at the par value thereof to $187,500, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Norfolk Suburban Street Railway Company, the certificates of which latter shares shall upon such exchange be surrendered and cancelled.

Attest: Wm. A. Crafts,
Clerk.

November 20, 1899.

Consolidation of the Needham & Boston with the West Roxbury & Roslindale Street Railway Company and an Increase of Capital Stock by the Latter Company.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of a proposed purchase by the petitioner of the property and franchise of the Needham & Boston Street Railway Company with a view to the consolidation of the two companies under the name of the West Roxbury & Roslindale Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that said terms provide that the property and franchise of the Needham & Boston Street Railway Company shall be duly conveyed to the West Roxbury & Roslindale Street Railway Company by a duly authorized and executed deed, and that as a part of the consideration of such conveyance the West Roxbury & Roslindale Street Railway Company shall pay and assume all outstanding debts and obligations of the Needham & Boston Street Railway Company; that the terms of the contract for such purchase and sale have been duly agreed to and approved by the directors and the stockholders of each of the contracting companies; that the terms of the proposed purchase and consolidation as hereinafter set forth involve no increase of the aggregate amount of the capital stock and the debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company by the issue of additional shares not exceeding 500 in number, amounting at the par value thereof to $50,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Needham & Boston Street Railway Company, the certificates of which latter shares shall upon such exchange be surrendered and cancelled.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 20, 1899.

CONSOLIDATION OF THE NORFOLK CENTRAL WITH THE WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of a proposed purchase by the petitioner of the property and franchise of the Norfolk Central Street Railway Company with a view to the consolidation of the two companies under the name of the West Roxbury & Roslindale Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that said terms provide that the property and franchise of the Norfolk Central Street Railway Company shall be duly conveyed to the West Roxbury & Roslindale Street Railway Company by a duly authorized and executed deed, and that as a part of the consideration of such conveyance the West Roxbury & Roslindale Street Railway Company shall pay and assume all outstanding debts and obligations of the Norfolk Central Street Railway Company; that the terms of the contract for such purchase and sale have been duly agreed to and approved by the directors and the stockholders of

each of the contracting companies; that the terms of the proposed purchase and consolidation as hereinafter set forth involve no increase of the aggregate amount of the capital stock and the debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company by the issue of additional shares not exceeding 1,000 in number, amounting at the par value thereof to $100,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Norfolk Central Street Railway Company, the certificates of which latter shares shall upon such exchange be surrendered and cancelled.

Attest: Wm. A. Crafts,
Clerk.

November 20, 1899.

Consolidation of the Gardner Electric with the Gardner, Westminster & Fitchburg Street Railway Company and an Increase of Capital Stock by the Latter Company.

In the matter of the petition of the Gardner, Westminster & Fitchburg Street Railway Company and the Gardner Electric Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of a proposed purchase by the first-named company of the property and franchise of the last-named company with a view to the consolidation of the two companies under the name of the Gardner, Westminster & Fitchburg Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the proposed purchase and sale provide that the property and franchise of the Gardner Electric Street Railway Company shall be conveyed to the Gardner, Westminster & Fitchburg Street Railway Company by a duly authorized and exe-

cuted deed, and that as a part of the consideration of such conveyance the Gardner, Westminster & Fitchburg Street Railway Company shall pay and assume all outstanding debts and obligations of the Gardner Electric Street Railway Company; that these terms have been duly agreed to and approved by the directors and the stockholders of each of the contracting companies and involve no increase of the aggregate amount of the capital stock and the debt of the two contracting companies; and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract for purchase and sale as set out in said petition.

And it appearing that an increase of the capital stock of the Gardner, Westminster & Fitchburg Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Gardner, Westminster & Fitchburg Street Railway Company by the issue of additional shares not exceeding 500 in number, amounting at the par value thereof to $50,000, in addition to the amount of its capital stock as now authorized, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Gardner Electric Street Railway Company, the certificates of which latter shares shall upon such exchange be surrendered and cancelled.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 8, 1899.

CONSOLIDATION OF THE WOBURN & READING WITH THE WAKEFIELD & STONEHAM STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Wakefield & Stoneham Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Woburn & Reading Street Railway Company with a view to the consolidation of the two companies under the name of the Wakefield & Stoneham Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting

railways; that the terms of the purchase and sale provide that the property and franchise of the Woburn & Reading Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Woburn & Reading Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Wakefield & Stoneham Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Wakefield & Stoneham Street Railway Company by the issue of additional shares not exceeding 600 in number, amounting at the par value thereof to $60,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Woburn & Reading Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 28, 1899.

CONSOLIDATION OF THE SALEM & WAKEFIELD WITH THE WAKEFIELD & STONEHAM STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Wakefield & Stoneham Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Salem & Wakefield Street Railway Company with a view to the consolidation of the two companies under the name of the Wakefield & Stoneham Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Salem & Wakefield Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Salem & Wakefield Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Wakefield & Stoneham Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Wakefield & Stoneham Street Railway Company by the issue of additional shares not exceeding 750 in number, amounting at the par value thereof to $75,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Salem & Wakefield Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest: Wm. A. Crafts,
Clerk.

December 28, 1899.

Consolidation of the Reading & Lowell with the Wakefield & Stoneham Street Railway Company and an Increase of Capital Stock by the Latter Company.

In the matter of the petition of the Wakefield & Stoneham Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Reading & Lowell Street Railway Company with a view to the consolida-

tion of the two companies under the name of the Wakefield & Stoneham Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Reading & Lowell Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Reading & Lowell Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Wakefield & Stoneham Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Wakefield & Stoneham Street Railway Company by the issue of additional shares not exceeding 1,000 in number, amounting at the par value thereof to $100,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Reading & Lowell Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest: Wm. A. Crafts,
Clerk.

December 28, 1899.

Consolidation of the Mystic Valley with the Wakefield & Stoneham Street Railway Company and an Increase of Capital Stock by the Latter Company.

In the matter of the petition of the Wakefield & Stoneham Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed pur-

chase by the petitioner of the property and franchise of the Mystic Valley Street Railway Company with a view to the consolidation of the two companies under the name of the Wakefield & Stoneham Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Mystic Valley Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Mystic Valley Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Wakefield & Stoneham Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Wakefield & Stoneham Street Railway Company by the issue of additional shares not exceeding 900 in number, amounting at the par value thereof to $90,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Mystic Valley Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 28, 1899.

ISSUES OF STOCK AND BONDS.

Commonwealth Avenue Street Railway Company — Sale of New Share at Auction.

In the matter of the application of the Commonwealth Avenue Street Railway Company relative to the sale at auction of $\frac{83}{175}$ of a share of the capital stock of said company, which share, among others which were authorized by the Board to be issued November 14, 1898, was offered to the stockholders of said company as required by law, but was not taken by the stockholder entitled to the same, — it is

Ordered, That the said fraction of a share remaining unsubscribed for, as aforesaid, be offered for sale at public auction in the city of Boston to the highest bidder, at not less than $\frac{83}{175}$ of the par value of said share; and that the *Daily Advertiser*, *Boston Evening Transcript* and *Boston Journal* be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest: Wm. A. Crafts,
Clerk.

February 2, 1899.

Mansfield & Easton Street Railway Company — Issue and Increase of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Mansfield & Easton Street Railway Company for authority, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, to issue the original capital stock of said company, to wit, $80,000, as fixed by its certificate of incorporation under the general law, and also to increase said capital stock by the amount of $20,000, and to issue the same, so that its capital stock shall amount in the whole to $100,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said petitions have been duly authorized by votes of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue and increase of capital stock are necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $100,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase and issue of the capital stock of the said Mansfield & Easton Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed in the whole $100,000; the proceeds of the said increase and issue to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building the roadbed and track of the railway of said company upon the locations heretofore duly granted to said company in the towns of Mansfield and Easton.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

FEBRUARY 3, 1899.

Mansfield & Easton Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Mansfield & Easton Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of $100,000, for the purpose of completing the construction, equipment and power of the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $80,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Mansfield & Easton Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed $80,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the proceeds of said bonds to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed $36,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of constructing the roadbed and track of the railway of said company upon the locations heretofore duly granted to said company in the towns of Mansfield and Easton, and the necessary cost of constructing the overhead electric system for the operation of said railway.

2. Bonds to an amount not to exceed $9,000 par value, or the proceeds thereof, shall be applied solely to the purchase of land and the erection thereon of carhouses necessary for the operation of said railway, and to the equipment of such carhouses.

3. Bonds to an amount not to exceed $25,000 par value, or the proceeds thereof, shall be applied solely to the purchase and electrical equipment of the rolling stock necessary for the operation of said railway.

4. Bonds to an amount not to exceed $10,000 par value, or the proceeds thereof, shall be applied solely to the purchase and instalment of an auxiliary power plant with all necessary instruments and other appliances for the generation of electric power for operating said railway.

Attest: Wm. A. Crafts,
Clerk.

February 15, 1899.

Plymouth & Sandwich Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the directors of the Plymouth & Sandwich Street Railway Company for the approval by the Board, under chapters 462 of the Acts of 1894 and 309 of the Acts of 1898, of an issue of capital stock by said company to the amount of $25,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been chartered by said chapter 309 of the Acts of 1898, with an

authorized capital stock of not to exceed $100,000, for the purpose of constructing and operating a street railway in the towns of Plymouth, Bourne and Sandwich; that the present capital stock of said company has been fixed by its board of directors at $25,000; and that an issue of capital stock is necessary in order to enable said company to carry out said purpose; and

It being deemed by the Board that an issue of capital stock to the amount of $25,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Plymouth & Sandwich Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 250 shares of its capital stock, amounting at the par value thereof to $25,000; the said issue, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the location heretofore granted to said company in said town of Plymouth.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of said shares in cash.

Attest: Wm. J. McCullough,
Assistant Clerk.

February 27, 1899.

Haverhill, Georgetown & Danvers Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Haverhill, Georgetown & Danvers Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said Company to the amount of $40,000, for the purpose of funding the floating debt of said company incurred in construction and equipment, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed

to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $35,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Haverhill, Georgetown & Danvers Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed $35,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To paying and funding a part of the existing floating debt of said company, amounting to about $40,111.79, which has been incurred in the construction and equipment of its railway, and in the purchase of real estate and personal property necessary for the operation thereof.

Attest: Wm. A. Crafts,
Clerk.

March 10, 1899.

Norfolk Southern Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Norfolk Southern Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of $200,000, for the purpose of funding the floating debt of said company incurred in construction and equipment, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid

in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $125,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Norfolk Southern Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed $125,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To paying and funding a portion of the floating debt of said company which has been incurred in the construction and equipment of its railway, and in the purchase of real and personal property necessary for the operation thereof.

Attest: WM. A. CRAFTS,
Clerk.

MAY 31, 1899.

Boston, Milton & Brockton Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Boston, Milton & Brockton Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of $80,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently incorporated under the general law with an authorized capital stock of $80,000; that said capital stock has been duly subscribed and fully paid in cash; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $80,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Boston, Milton & Brockton Street Railway Company of not to exceed 800 shares of its capital stock, amounting at the par value thereof to $80,000; the said shares, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To pay-

ing and capitalizing the necessary cost of building the roadbed and overhead electric system of the railway of said company upon the locations heretofore duly granted to said company.

Said shares are to be issued to the subscribers to the capital stock of said company who have paid the par value thereof in cash, or to their respective assigns.

Attest: Wm. A. Crafts,
Clerk.

June 21, 1899.

Woronoco Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Woronoco Street Railway Company (of Westfield) for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of $50,000, in addition to the amount of $100,000 already authorized, of which amount $75,000 has been issued and is now outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of $75,000, for the purpose of building and equipping an extension of the railway of said company, and for other purposes set forth in said petition, —

It appearing after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of $75,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Woronoco Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 750 additional shares, amounting at the par value thereof to $75,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and to no other, namely: —

1. Stock to an amount not to exceed $65,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company upon locations heretofore duly granted to

said company in the towns of Westfield and West Springfield, said extension being known as the West Springfield extension, and to include 21,524 feet of new and additional track.

If less than the above length of new and additional track is built and equipped as aforesaid on said extension, the amount of stock authorized to be issued for such extension shall be proportionately reduced.

2. Stock to an amount not to exceed $10,000 par value, or the proceeds thereof, shall be applied solely to defraying in part the necessary cost of the purchase and equipment of additional rolling stock required for the operation of said railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Ordered, also, with the consent of said company, that the order heretofore passed by the Board under date of June 3, 1897, authorizing and approving an issue of $30,000 of capital stock for building and equipping for electric power an extension of the railway of said company in the town of Westfield, of which amount only $5,000 has been issued, is hereby revoked and rescinded as regards any further issue of stock under said order.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 27, 1899.

Woronoco Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Woronoco Street Railway Company (of Westfield) for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of $75,000, for the purpose of funding its floating debt, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the

value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $75,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Woronoco Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed $75,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed $42,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the existing floating debt of said company, which has been incurred in the construction of its railway, and in the purchase of real and personal property necessary for the operation thereof.

2. Bonds to an amount not to exceed $4,000 par value, or the proceeds thereof, shall be applied solely to paying, retiring and refunding other bonds of said company now outstanding to the same amount.

3. Bonds to an amount not to exceed $14,000 par value, or the proceeds thereof, shall be applied solely to providing the necessary means for building additions to the carhouse and power station of said company, and for increasing the capacity of its power plant.

4. Bonds to an amount not to exceed $15,000 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of additional rolling stock necessary for the operation of the railway of said company.

Provided, that no bond or bonds shall be issued under this order until the paid capital stock of said company has been increased to $150,000 under and pursuant to an order of even date herewith, and the proceeds of such increase have been actually expended in construction and equipment, as provided in said order, nor until all the bonds issued under the order of this Board dated June 3, 1897, whether sold or pledged as collateral, amounting in all to $35,000,

have been paid or redeemed and surrendered and cancelled, and the mortgage securing the same has been duly discharged upon the records wherever recorded; and all previous orders of the Board, authorizing or approving issues of bonds by said company, are hereby revoked and rescinded as regards any further issues under the same.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 27, 1899.

Plymouth & Sandwich Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Plymouth & Sandwich Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of $35,000, in addition to the amount of $25,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of $35,000, for the purpose of paying and capitalizing the floating debt of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of $35,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Plymouth & Sandwich Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 350 additional shares, amounting at the par value thereof to $35,000; the said increase, or the proceeds thereof, to be applied to the following purposes and to no other, namely: —

1. Stock to an amount not to exceed $6,800, or the proceeds thereof, shall be applied solely to paying and capitalizing the outstanding floating debt of said company incurred in the construction of its railway.

2. Stock to an amount not to exceed $15,200, or the proceeds

thereof, shall be applied solely to defraying the cost of an extension of its railway on locations duly granted in the town of Plymouth.

3. Stock to an amount not to exceed $10,000, or the proceeds thereof, shall be applied solely to the purchase and equipment of additional rolling stock.

4. Stock to an amount not to exceed $3,000, or the proceeds thereof, shall be applied solely to the purchase of land and the erection thereon of a carhouse necessary for the operation of said railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

JULY 5, 1899.

Boston, Milton & Brockton Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Boston, Milton & Brockton Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of $40,000, in addition to the amount of $80,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of $40,000, for the purpose of paying and funding the floating debt which said company has contracted in the construction and equipment of its railway, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is lawful and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; that the assets and existing capital stock of said company are unimpaired; and

It being deemed by the Board that an issue of capital stock to the amount of $40,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Boston, Milton & Brockton Street Railway

Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 400 additional shares, amounting at the par value thereof to $40,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To paying and funding a portion of the floating debt which said company has contracted in the construction and equipment of its railway and in the purchase of real and personal property necessary for the operation thereof.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

JULY 7, 1899.

Boston, Milton & Brockton Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Boston, Milton & Brockton Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of $100,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals or exceeds the amount of capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid and to be paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $100,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Boston, Milton & Brockton Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed $100,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To paying and funding a portion of the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and in the purchase of permanent real and personal property necessary for the operation thereof.

Provided, however, That no bonds shall be issued until the capital stock of said company to the full amount of $120,000 has been paid in and the said stock or the proceeds thereof applied to the purposes specified in the orders of the Board authorizing the issue and increase of said capital stock.

Attest: WM. A. CRAFTS,
Clerk.

JULY 7, 1899.

Amesbury & Hampton Street Railway Company — Issue and Increase of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Amesbury & Hampton Street Railway Company for authority, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, to issue the original capital stock of said company, to wit, $40,000, as fixed by its certificate of incorporation under the general law, and also to increase said capital stock by the amount of $10,000, and to issue the same, so that its capital stock shall amount in the whole to $50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue and increase of capital stock are necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue and increase of the capital stock of the said Amesbury & Hampton Street Railway Company, subject to the provisions of all laws applicable to such

issue, to an amount not to exceed in the whole $50,000; the proceeds of the said issue and increase to be applied to the following purpose, and to no other, namely: To paying and capitalizing the floating debt of said company incurred in the construction and equipment of its railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: WM. J. MCCULLOUGH,
Assistant Clerk.

JULY 20, 1899.

Needham & Boston Street Railway Company — Issue and Increase of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Needham & Boston Street Railway Company for authority, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, to issue the original capital stock of said company, to wit, $10,000, as fixed by its certificate of incorporation under the general law, and also to increase said capital stock by the amount of $40,000, and to issue the same, so that its capital stock shall amount in the whole to $50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue and increase of capital stock are necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue and increase of the capital stock of the said Needham & Boston Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed in the whole $50,000; the proceeds of the said issue and increase to be applied to the following purpose, and to no other, namely: To paying and capitalizing the floating debt of said company incurred in the construction and equipment of its railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of in-

crease, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: WM. J. MCCULLOUGH,
Assistant Clerk.

JULY 20, 1899.

Commonwealth Avenue Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Commonwealth Avenue Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of $42,000, in addition to the amount of $258,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of $42,000, for the purpose of paying and capitalizing its floating debt, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of $34,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Commonwealth Avenue Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 340 additional shares, amounting at the par value thereof to $34,000; the proceeds of said stock to be applied to the following purposes, and to no other, namely: —

1. Stock to an amount not to exceed $29,500 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company upon the location from Newton Centre to Newton Highlands in the city of Newton, granted to said company by an order of the board of aldermen dated April 3, 1899.

2. Stock to an amount not to exceed $4,500 par value, or the proceeds thereof, shall be applied solely to the purchase and electrical equipment of rolling stock necessary for the operation of the railway of said company.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: WM. J. MCCULLOUGH,
Assistant Clerk.

JULY 20, 1899.

Webster & Dudley Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Webster & Dudley Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of $30,000, for the purpose of funding its floating debt, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $30,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Webster & Dudley Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount

not to exceed $30,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed $18,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the existing floating debt of said company, which has been incurred in the construction and equipment of its railway.

2. Bonds to an amount not to exceed $12,000 par value, or the proceeds thereof, shall be applied solely to building and equipping an extension of the railway of said company upon locations duly granted, including the building of a bridge over the tracks of the New York, New Haven & Hartford Railroad Company.

Attest: WM. J. MCCULLOUGH,
Assistant Clerk.

JULY 20, 1899.

East Taunton Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the East Taunton Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of $60,000, in addition to the amount of $50,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of $60,000, for the purpose of building and equipping an extension of its railway, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of $60,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said East Taunton Street Railway Company by the issue, subject to the provisions of all laws applicable to such

issue, of not to exceed 600 additional shares, amounting at the par value thereof to $60,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To building and equipping an extension of the railway of said company on locations duly granted said company in the city of Taunton and in the towns of Lakeville and Middleborough.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: Wm. J. McCullough,
Assistant Clerk.

July 20, 1899.

Hanover Street Railway Company — Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Hanover Street Railway Company, under chapters 462 of the Acts of 1894 and 269 of the Acts of 1897, for the approval by the Board of an issue of capital stock by said company to the amount of $691,700, for the purpose of carrying out the terms of the consolidation hereinafter referred to, by an exchange of shares and by the payment of floating debts assumed by said company in such consolidation, —

It appearing, after public notice and hearing, that said petition has been authorized by vote of the stockholders of said company; that said petitioning company is a new corporation formed by the consolidation of the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, and the Rockland & Abington street railway companies, under the name of the Hanover Street Railway Company, in accordance with terms of consolidation heretofore approved by the Board by its order dated July 7, 1899, which order is to be referred to; that such consolidation and an issue of capital stock necessary for the purposes thereof are authorized by said chapter 269 of the Acts of 1897; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $690,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Hanover Street Railway Company, the consolidated company aforesaid, of not to exceed 6,900 shares of its capital stock, amounting at the par value thereof to $690,000; the said stock to be applied to the following purposes, and to no other, namely: —

1. Stock to an amount not to exceed $602,400 par value shall be applied solely to the retiring by exchange, share for share, of the outstanding 6,024 shares of the capital stocks, amounting in all to $602,400, of the five consolidating companies aforesaid, in accordance with the terms and conditions set forth in the order of the Board dated July 7, 1899, hereinbefore referred to.

2. Stock to an additional amount not to exceed 876 shares, or $87,600 par value, or the proceeds of said shares, shall be applied solely to paying and capitalizing a portion of the floating debts of the said five consolidating companies, outstanding at the date of consolidation, which had been incurred in the construction and equipment of their several railways and in the purchase of real and personal property necessary for the operation thereof, and which were assumed by the said consolidated company as one of the terms of the consolidation aforesaid.

And said company having also prayed the Board to determine the market value of said 876 shares of additional capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board that the said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: Wm. A. Crafts,
Clerk.

July 24, 1899.

Hanover Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Hanover Street Railway Company, under chapters 462 of the Acts of 1894 and 269 of the Acts of 1897, for the approval by the Board of an issue of mortgage bonds by said company to the amount of $251,000, in addition to the amount of $439,000 of first mortgage bonds now outstanding, for the purpose of carrying out the terms of the consolidation hereinafter referred to by the payment of floating debts assumed by said company in such consolidation, —

It appearing, after public notice and hearing, that the said petitioning company is a new corporation formed by the consolidation of the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, and the Rockland & Abington street

railway companies, under the name of the Hanover Street Railway Company, in accordance with terms of consolidation heretofore approved by the Board by its order dated July 7, 1899, which order is to be referred to; that such consolidation and an issue of bonds necessary for the purposes thereof are authorized by said chapter 269 of the Acts of 1897; that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the amount of bonds proposed to be issued, including all previous issues, will not exceed the capital stock of said company actually paid in cash; that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $161,000, in addition to the amount of $439,000 of first mortgage bonds now outstanding as aforesaid, is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Hanover Street Railway Company, the consolidated company aforesaid, subject to the provisions of all laws applicable to such issue, to an amount not to exceed $161,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured, subject to the prior lien of the $439,000 of first mortgage bonds aforesaid, by a mortgage of the railway, equipments, franchise, and all other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To paying and funding a portion of the floating debts of the said five consolidating companies, outstanding at the date of consolidation, which had been incurred in the construction and equipment of their several railways and in the purchase of real and personal property necessary for the operation thereof, and which were assumed by the said consolidated company as one of the terms of the consolidation aforesaid.

Provided, that no bonds shall be issued under this order until the total amount of floating debt assumed as aforesaid has been reduced by the sum of $87,600 from the issue of stock or proceeds thereof authorized by an order of the Board of even date herewith.

Attest: Wm. A. Crafts,
Clerk.

July 24, 1899.

Norfolk Western Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Norfolk Western Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of $10,000, in addition to the amount of $90,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of $10,000, for the purpose of paying and capitalizing a portion of the floating debt of said company incurred in the construction and equipment of its railway, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of $10,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Norfolk Western Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 100 additional shares, amounting at the par value thereof to $10,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To paying and capitalizing a portion of the outstanding floating debt of said company, which has been incurred in the construction and equipment of its railway and in the purchase of real and personal property necessary for the operation thereof.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: Wm. A. Crafts,
Clerk.

July 24, 1899.

Norfolk Western Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Norfolk Western Street Railway Company for the approval by the Board, under chapters 317 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of $100,000, for the purpose of paying and funding a portion of the floating debt of said company and for the purchase of additional rolling stock, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid and to be paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $100,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Norfolk Western Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed $100,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company now owned or hereafter acquired; the proceeds of said bonds to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed $90,000 par value, or the proceeds thereof, shall be applied solely to paying and funding a portion of the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and in the purchase of real and personal estate necessary for the operation thereof.

2. Bonds to an amount not to exceed $10,000 par value, or the proceeds thereof, shall be applied solely to the purchase and electrical

equipment of additional rolling stock necessary for the operation of the railway of said company.

Provided, that no bond or bonds shall be issued by said company until its capital stock has been increased to $100,000 pursuant to an order of even date herewith, and the full amount thereof has been actually paid in cash and permanently invested in the railway and property of said company to be covered by said mortgage.

Attest: WM. A. CRAFTS,
Clerk.

JULY 24, 1899.

Boston, Milton & Brockton Street Railway Company — Sale of New Shares at Auction.

In the matter of the application of the Boston, Milton & Brockton Street Railway Company regarding the sale at auction of all unsubscribed shares of the capital stock of said company which with others were authorized to be issued by an order of the Board dated July 7, 1899, and which have been offered to the stockholders of said company as required by law, but have not been taken by the stockholders entitled to take the same, — it is

Ordered, That the shares remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Boston to the highest bidder, at not less than their par value in cash; and that the Boston Daily Advertiser, Boston Journal and Quincy Ledger be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest: WM. A. CRAFTS,
Clerk.

JULY 31, 1899.

South Shore & Boston Street Railway Company — Sale of New Shares at Auction.

On the application of the South Shore & Boston Street Railway Company for authority under chapter 472 of the Acts of 1894, to sell at auction such shares of its capital stock, authorized by the Board July 24, 1899, as shall not have been subscribed for by the stockholders of said company, — it is

Ordered, That the shares of new capital stock authorized by the Board on July 24, 1899, to be issued by the petitioner (then under the name of the Hanover Street Railway Company) which have not been subscribed for by the stockholders entitled to the same, be sold at public auction in the city of Boston, and that the Boston Daily Advertiser, Boston Herald and Boston Journal are prescribed as the

daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest: WM. A. CRAFTS,
Clerk.

SEPTEMBER 7, 1899.

Amesbury & Hampton Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Amesbury & Hampton Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of $50,000, for the purpose of funding the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Amesbury & Hampton Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed $50,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the proceeds of said bonds to be applied to the following purpose, and to no other, namely: To paying and funding the existing floating debt of said company, which has been incurred in the construction and equipment of its railway.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 1, 1899.

Webster & Dudley Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Webster & Dudley Street Railway Company for the approval by the Board of the issue of the original capital stock of said company as fixed by the articles of association, to the amount of $50,000, —

It appearing, upon investigation by the Board, that said company has been duly organized under the general law with an authorized capital stock of $50,000; that the issue of said capital stock has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve the issue by the said Webster & Dudley Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 500 shares of its capital stock, amounting at the par value thereof to $50,000; the said issue or the proceeds thereof to be applied to the following purpose, and to no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the locations heretofore duly granted to said company in the towns of Webster and Dudley.

Said shares are to be issued to the subscribers to the capital stock of said company who have paid the par value thereof in cash, or to their respective assigns.

Attest: Wm. A. Crafts,
Clerk.

November 6, 1899.

Plymouth & Sandwich Street Railway Company — Sale of New Shares at Auction.

In the matter of the application of the Plymouth & Sandwich Street Railway Company relative to the sale at auction of 92 shares of the capital stock of said company which were authorized to be issued by the Board by its order dated July 5, 1899, and which have been offered to the stockholders as required by law, but which have not been taken by the stockholders entitled to the same, — it is

Ordered, That the 92 shares unsubscribed for as aforesaid be offered for sale at public auction in the city of Boston to the highest bidder at not less than their par value in cash; and that the Boston

Daily Advertiser, Boston Herald and Boston Evening Transcript be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 7, 1899.

Athol & Orange Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Athol & Orange Street Railway Company for the approval by the Board, under the provisions of chapter 316 of the Acts of 1895, of an issue of capital stock by said company to the amount of $18,000 for the purpose of acquiring, holding, equipping and maintaining real estate to be used for a pleasure resort, —

It appearing, after due notice and hearing and upon investigation, that the approval of this Board has been given to the acquisition by the said company of certain real estate to be used as a pleasure resort and that the stockholders of said company, at a meeting called for that purpose, have authorized the issue of capital stock to the amount of $18,000 in addition to its present capital of $60,000, for the purpose of acquiring, holding, equipping and maintaining said real estate for use as a pleasure resort; that the purpose for which this issue is to be made is lawful and consistent with the public interest; and that an increase of capital stock is necessary in order to enable said company to provide for the same;

Now, therefore, it being deemed by the Board that an issue of capital stock to the amount of $17,400 is reasonably necessary for the purpose for which it is desired, — it is

Ordered, That the approval of this Board be, and the same is hereby, given to an increase of the capital stock of the said Athol & Orange Street Railway Company by the issue of additional shares to the number of 145, amounting at the par value thereof to $14,500, the proceeds thereof to be applied to the following purpose, and to no other, namely: To the purchase, equipment and maintenance of the real estate described in the order of this Board of November 6 herewith approving its acquisition.

It is further

Ordered, That the market value of said new shares of capital stock at the time of increase at which the said shares shall be offered to the stockholders of the said company, pursuant to the provisions of chapter 472 of the Acts of 1894, be, and the same is hereby, fixed at one hundred and twenty dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 8, 1899.

Greenfield & Turner's Falls Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Greenfield & Turner's Falls Street Railway Company for the approval by the Board of an issue of capital stock to the amount of $30,000 in addition to its present authorized capital of $100,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount of $30,000 has been duly authorized by a vote of the stockholders of said company; that the purpose for which it is proposed to issue the said stock is lawful and consistent with the public interest; and that the proposed increase of capital is necessary in order to enable the company to carry out the same in good faith; and

It being deemed by the Board that the issue of capital stock to the amount of $30,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of this Board be, and the same is hereby, given to an increase of the capital stock of the said Greenfield & Turner's Falls Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of additional shares of capital stock not exceeding 300 in number, amounting at the par value thereof to $30,000, the proceeds of said stock to be applied only to the payment and funding of existing floating indebtedness of said company to the amount of $30,000.

And to determine the market value of said new shares at the time of increase at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472, Acts of 1894, — it is

Ordered and determined, That the market value of said stock, for the purpose aforesaid, be, and the same is hereby, fixed at one hundred dollars per share.

Attest: Wm. A. Crafts,
Clerk.

November 13, 1899.

Lexington & Boston Street Railway Company — Issue and Increase of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Lexington & Boston Street Railway Company for authority to issue the original capital stock of said company, to wit, $170,000, as fixed by its certificate of incorporation under the general law, and also to issue additional capital stock to the amount of $80,000, so that its entire capital stock shall

amount to $250,000, for the purpose of building and equipping its railway, —

It appearing, after public notice and hearing, that said petitions have been duly authorized by votes of the stockholders of said company; that the purpose of the proposed issue and increase of capital stock is lawful and consistent with the public interest, and that the issue and increase are necessary to enable said company to carry out the said purpose in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $250,000 is reasonably requisite for the purposes for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the issue, subject to the provisions of all laws applicable thereto, of capital stock of the said Lexington & Boston Street Railway Company to an amount not to exceed $250,000, said issue to be made for and the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Stock to the amount of $170,000 par value, or the proceeds thereof, shall be applied to defraying the necessary cost of building the roadbed and tracks and constructing the overhead electric system of the railway of said company upon locations granted to it in the city of Waltham and in the towns of Lexington, Billerica, Bedford and Arlington.

2. Stock to the amount of $80,000 par value, or the proceeds thereof, shall be applied solely for the necessary cost of the construction and equipment of a power house.

It is further

Ordered, That the market value of the new shares of capital stock at the time of increase at which the said shares shall be offered proportionately to the stockholders of said street railway company be, and the same is hereby, for the purpose aforesaid, fixed at one hundred dollars per share.

Attest: Wm. A. Crafts,
Clerk.

November 20, 1899.

Gardner, Westminster & Fitchburg Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Gardner, Westminster & Fitchburg Street Railway Company for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by said company to the amount of $100,000, for the purpose of building and equipping the railway of said company, —

It appearing, after due notice and hearing, that said company has

been recently incorporated under the general law with an authorized capital stock of $100,000; that said capital stock has been duly subscribed and fifty per cent thereof paid in, in cash; that the proposed purpose is lawful and consistent with the public interests; and that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $100,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue by the said Gardner, Westminster & Fitchburg Street Railway Company of shares of its capital stock not exceeding 1,000 in number and amounting at the par value thereof to $100,000, the proceeds of said shares to be applied to the following purpose and to no other, namely: Toward the payment of the necessary cost of building and equipping the railway of said company upon the locations duly granted to it in the towns of Gardner and Westminster and the city of Fitchburg.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash: *provided*, *however*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, $100,000, has been actually paid in, in cash.

Attest: Wm. A. Crafts,
Clerk.

December 8, 1899.

New Bedford, Middleborough & Brockton Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the New Bedford, Middleborough & Brockton Street Railway Company for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by said company to the amount of $325,000 for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently organized under the general law with an authorized capital stock of $325,000; that said capital stock has been duly subscribed and fifty per cent thereof paid in, in cash; that the proposed purpose is lawful and consistent with the public interests; and that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $325,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue by the said New Bedford, Middleborough & Brockton Street Railway Company of shares of its capital stock not exceeding 3,250 in number and amounting at the par value thereof to $325,000, the proceeds of said shares to be applied to the following purpose and to no other, namely: Toward the payment of the necessary cost of building and equipping the railway of said company upon the locations duly granted to it in the cities of New Bedford and Taunton and the towns of Bridgewater, Middleborough, Lakeville and Freetown.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash: *provided, however*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, $325,000, has been actually paid in, in cash.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 12, 1899.

Worcester & Webster Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Worcester & Webster Street Railway Company for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by said company to the amount of $150,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently organized under the general law with an authorized capital stock of $150,000; that said capital stock has been duly subscribed; that the proposed purpose is lawful and consistent with the public interests; and that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $150,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue by the said Worcester & Webster Street Railway Company of shares of its capital stock not exceeding 1,500 in number and amounting at the par value thereof to $150,000, the proceeds of said shares to be applied to the following purpose and to no other, namely: Toward the payment of the necessary cost of building and equipping the railway of said company upon the locations duly granted to it in the city of Worcester and the towns of Auburn, Oxford and Webster.

Said shares are to be issued to the subscribers to the capital stock

of said company or their assigns upon the full payment of the par value thereof in cash: *provided, however*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, $150,000, has been actually paid in, in cash.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 13, 1899.

Worcester & Webster Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Worcester & Webster Street Railway Company for the approval of the Board of an issue of mortgage bonds by said company to the amount of $150,000, for the purpose of funding the floating debt of said company, —

It appearing, after public notice and hearing upon an examination of the assets and liabilities of said company and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of $150,000 has been duly authorized by the vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the value of the constructed tracks, equipments and other real and personal property of said company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash; and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $150,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue of coupon or registered bonds by the said Worcester & Webster Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed $150,000 in par value, payable at periods not exceeding twenty years from the date thereof with interest at a rate not to exceed five per cent per annum and secured by a mortgage of the railway, equipments, franchise and other property, real and personal, of said company, the proceeds of said bonds to be applied solely to providing for the payment and funding of the existing floating debt of the said company incurred in the construction and equipment of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 13, 1899.

Milford, Attleborough & Woonsocket Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Milford, Attleborough & Woonsocket Street Railway Company for the approval by the Board of an issue of mortgage bonds by said company to the amount of $200,000, for the purpose of funding the floating debt of said company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of $200,000 has been duly authorized by the vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is lawful; that the value of the constructed tracks, equipments and other real and personal property of said company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; that the amount of bonds proposed to be issued will not exceed the amount of the capital stock of said company actually paid in cash; and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $100,000 is reasonably requisite for the purposes for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue of coupon or registered bonds by the Milford, Attleborough & Woonsocket Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed $100,000 in par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum and secured by a mortgage of the railway, equipments, franchise and other property, real and personal, of said company, the proceeds of said bonds to be applied solely to providing for the payment and funding of the existing floating debt of the said company incurred in the construction and equipment of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 20, 1899.

New Bedford, Middleborough & Brockton Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the New Bedford, Middleborough & Brockton Street Railway Company for the approval by the Board of an issue of capital stock to the amount of $25,000, in addition to its present authorized capital of $325,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount of $25,000 has been duly authorized by a vote of the stockholders of said company; that the purpose for which it is proposed to issue said stock is lawful and consistent with the public interest; and that the proposed increase in capital is necessary in order to enable the said company to carry out the same in good faith; and

It being deemed by the Board that the issue of capital stock to the amount of $25,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the New Bedford, Middleborough & Brockton Street Railway Company by the issue, subject to the provisions of all laws applicable thereto, of additional shares of capital stock not exceeding 250 in number, amounting at the par value thereof to $25,000, the proceeds of said stock to be applied only toward the payment of the cost of constructing and equipping its railway.

And to determine the market value of said new shares at the time of increase at which the said shares shall be offered proportionately to its stockholders, pursuant to law, — it is

Ordered and determined, That the market value of said stock, for the purpose aforesaid, be, and the same is hereby, fixed at one hundred dollars per share.

Attest: Wm. A. Crafts,
Clerk.

December 20, 1899

New Bedford, Middleborough & Brockton Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the New Bedford, Middleborough & Brockton Street Railway Company for the approval by the Board of an issue of mortgage bonds by said company to the amount of $325,000, for the purpose of funding the floating debt of said company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of $325,000 has been duly authorized by the vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is lawful; that the value of the constructed tracks, equipments and other real and personal property of said company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; that the amount of bonds proposed to be issued will not exceed the amount of the capital stock of said company actually paid in cash; and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $325,000 is reasonably requisite for the purposes for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue of coupon or registered bonds by the New Bedford, Middleborough & Brockton Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed $325,000 in par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum and secured by a mortgage of the railway, equipments and franchises, and other property real and personal, of said company, the proceeds of said bonds to be applied solely to providing for the payment and funding of the existing floating debt of the said company incurred in the construction and equipment of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 20, 1899.

Milford, Attleborough & Woonsocket Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Milford, Attleborough & Woonsocket Street Railway Company for the approval by the Board of an issue of capital stock by said company to the amount of $200,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently organized under the provisions of chapter 329, Acts of 1898, with an authorized capital stock of $200,000; that said capital stock has been duly subscribed; that the proposed purpose is lawful and consistent with the public interests; and that an issue of

capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of $200,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue by the said Milford, Attleborough & Woonsocket Street Railway Company of shares of its capital stock not exceeding 2,000 in number and amounting at the par value thereof to $200,000, the proceeds of said shares to be applied to the following purpose and to no other, namely: Toward the payment of the necessary cost of building and equipping the railway of said company upon the locations duly granted to it in the towns of Milford, Bellingham, Medway, Franklin and Wrentham.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash: *provided*, *however*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, $200,000, has been actually paid in, in cash.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 20, 1899.

Worcester Consolidated Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Worcester Consolidated Street Railway Company for the approval by the Board of an issue of 1,500 shares of capital stock of a par value of $150,000, in addition to its present authorized capital of $700,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing and an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount above named has been duly authorized by vote of the stockholders of said company; that the purpose for which it is proposed to issue said capital stock is lawful and consistent with the public interest; and that an increase in capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to an amount which shall realize $225,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Worcester Consolidated Street Railway Company by the issue, subject to all provisions of

law applicable thereto, of additional shares of capital stock not exceeding 1,500 in number, amounting at the par value thereof to $150,000, the proceeds of said stock to be applied only toward the payment and funding of the existing floating debt of said company incurred in the construction and equipment of its railway and for other permanent additions to its property.

And to determine the market value of such new shares at the time of increase at which such shares shall be offered proportionately to stockholders, pursuant to law, — it is

Ordered and determined, That the market value of said stock, for the purpose aforesaid, be, and the same is hereby, fixed at one hundred fifty dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 28, 1899.

Worcester Consolidated Street Railway Company — Issue of Debenture Bonds.

In the matter of the petition of the Worcester Consolidated Street Railway Company for the approval by the Board of an issue of debenture bonds by said company to the amount of $850,000, for the purpose of refunding certain indebtedness of the company and for other purposes specified in its petition, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of debenture bonds to the amount of $850,000 has been duly authorized by vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is lawful; that the value of the constructed tracks, equipments and other real and personal property of said company, taken at a fair value for railway purposes and exclusive of the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; that the amount of bonds proposed to be issued will not exceed the amount of the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of $840,000 is reasonably requisite for the purposes for which such issue was authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue of debenture bonds by the Worcester Consolidated Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed $840,000 at par value, payable at periods not exceeding twenty years from the date

thereof with interest at a rate not to exceed five per cent per annum, the proceeds of said bonds to be applied solely to the following purposes, and to no other, namely: —

1. The proceeds of bonds amounting at par value to $650,000 shall be applied to the refunding of the funded debt of the company, amounting to $650,000.

2. The proceeds of bonds amounting at par value to $50,000 shall be applied to the funding of floating debt of the company incurred in the construction and equipment of extension and in the purchase of real and personal property as specified in the petition.

3. The proceeds of bonds amounting at par value to $45,500 shall be applied to the payment of the cost of building extensions named in the petition.

4. The proceeds of bonds amounting at par value to $52,500 shall be applied to the payment of the cost of purchasing additional rolling stock.

5. The proceeds of bonds amounting at par value to $42,000 shall be applied to the payment of the cost of erecting addition to carhouse and purchasing additional real estate as set out in the petition.

Attest: Wm. A. Crafts,
Clerk.

December 28, 1899.

Quincy & Boston Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Quincy & Boston Street Railway Company for the approval by the Board of an issue of capital stock to the amount of $230,000, in addition to its present authorized capital of $583,400, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount of $230,000 has been duly authorized by a vote of the stockholders of said company; that the purpose for which it is proposed to issue said capital stock is lawful and consistent with the public interest; and that an increase in capital stock is necessary in order to enable the said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to an amount which shall realize $230,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Quincy & Boston Street Railway Company by the issue, subject to all provisions of law

applicable thereto, of additional shares of capital stock, not exceeding 1,840 in number, amounting at the par value thereof to $184,000, the proceeds of said stock to be applied only toward the payment and funding of the existing floating debt of said company.

And to determine the market value of said new shares at the time of increase at which said shares shall be offered proportionately to stockholders, pursuant to law, — it is

Ordered and determined, That the market value of said stock, for the purpose aforesaid, be, and the same is hereby, fixed at one hundred twenty-five dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 28, 1899.

East Taunton Street Railway Company — Sale of New Shares at Auction.

In the matter of the application of the East Taunton Street Railway Company relative to the sale at auction of 24 shares of the capital stock of said company, which shares with others were authorized to be issued by an order of the Board dated July 20, 1899, and which have been offered to the stockholders of said company as required by law, but which have not been taken by the stockholders entitled to the same, — it is

Ordered, That the 24 shares remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Taunton to the highest bidder at not less than their par value in cash; and that the Taunton Gazette, the Taunton Evening News and the Brockton Enterprise be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 29, 1899.

EXTENSIONS OF FRANCHISE.

East Taunton Street Railway Company — Extension into Lakeville and Middleborough.

In the matter of the application of the East Taunton Street Railway Company, under chapter 501 of the Acts of 1896, for authority to extend its railway into the towns of Lakeville and Middleborough, —

It appearing, after public notice and a hearing of all parties desiring to be heard, that said company is authorized by its certificate of incorporation to construct, maintain and operate a street railway in the city of Taunton, and has constructed its railway therein; that the towns of Lakeville and Middleborough adjoin the city of Taunton; that a location has been granted to said company in said city to the boundary line of Lakeville for an extension of its railway to and into said towns of Lakeville and Middleborough; and

It appearing that such extension will promote the convenience of public travel, and no objection being shown thereto in the public or other interest, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said East Taunton Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the said towns of Lakeville and Middleborough as aforesaid.

Attest: Wm. A. Crafts,
Clerk.

February 15, 1899.

Woronoco Street Railway Company — Extension into West Springfield.

In the matter of the application of the Woronoco Street Railway Company, under chapter 501 of the Acts of 1896, for authority to extend its railway into the town of West Springfield, —

It appearing, after public notice and a hearing of all parties desiring to be heard, that said company is authorized by its certificate of incorporation to construct, maintain and operate a street railway in the town of Westfield, and has constructed its railway therein; that the town of West Springfield adjoins the town of Westfield; that the extension of its railway into the town of West Springfield will pro-

mote the convenience of public travel, and that there is no objection shown thereto in the public or other interest, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said Woronoco Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the town of West Springfield as aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 13, 1899.

New Bedford, Middleborough & Brockton Street Railway Company — Extension into Taunton.

In the matter of the application of the New Bedford, Middleborough & Brockton Street Railway Company, under chapter 501 of the Acts of 1896, for authority to extend its railway into the city of Taunton, —

It appearing, after public notice and hearing of all parties interested and desiring to be heard, that said company is authorized by its certificate of incorporation to construct, maintain and operate a street railway in the town (among others) of Lakeville, and has constructed its railway therein; that the city of Taunton adjoins the town of Lakeville; and

It appearing that such extension will promote the convenience of public travel, and that there is no objection thereto in the public or other interest, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said New Bedford, Middleborough & Brockton Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the said city of Taunton.

Attest: WM. J. MCCULLOUGH,
Assistant Clerk.

JULY 18, 1899.

Northampton & Amherst Street Railway Company — Extension into Hatfield.

In the matter of the application of the Northampton & Amherst Street Railway Company for authority to extend its railway into the town of Hatfield, —

It appearing, after public notice and hearing of all parties desiring to be heard, that said street railway company is authorized by its certificate of incorporation to construct, maintain and operate a street railway in the city of Northampton and that it has constructed its railway therein; that the town of Hatfield adjoins the city of North-

ampton; and that such extension may promote the convenience of public travel; and no objection having been shown thereto in the public interest, —

The Board hereby certify that in their opinion the public convenience requires the granting of the authority intended, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Northampton & Amherst Street Railway Company into the town of Hatfield, but subject to the provisions of the general laws conferring and relating to the jurisdiction over the location, construction and operation of street railways.

Attest: Wm. A. Crafts,
Clerk.

November 17, 1899.

Lexington & Boston Street Railway Company — Extension into Concord.

In the matter of the application of the Lexington & Boston Street Railway Company for authority to extend its railway into the town of Concord, —

It appearing, after public notice and hearing of all parties desiring to be heard, that said street railway company has been authorized by its certificate of incorporation to construct, maintain and operate a street railway in the town of Bedford and that it has constructed its railway therein; that the town of Bedford adjoins the town of Concord; and that such extension may promote the convenience of public travel and is not inconsistent with the public interest, —

The Board hereby certify that in their opinion the public convenience requires the granting of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Lexington & Boston Street Railway Company into the town of Concord, but subject to the provisions of the general laws conferring jurisdiction over and relating to the location, construction and operation of street railways.

Attest: Wm. A. Crafts,
Clerk.

December 11, 1899.

Stoughton & Randolph Street Railway Company — Extension into Sharon and Holbrook.

In the matter of the application of the Stoughton & Randolph Street Railway Company for authority to extend its railway into the towns of Sharon and Holbrook, —

It appearing, after public notice and hearing of all parties desiring to be heard, that said street railway company has been authorized by its certificate of incorporation to construct, maintain and operate a

street railway in certain towns within this Commonwealth, but that at the time of the filing of this petition the said street railway company had not constructed its railway in any town adjoining the towns of Sharon and Holbrook and that therefore the petitioner is not entitled to the grant of authority sought under the provisions of chapter 501, Acts of 1896, — it is

Ordered, That the petition be dismissed.

Attest: Wm. A. Crafts,
Clerk.

December 14, 1899.

Milford, Attleborough & Woonsocket Street Railway Company — Extension into Mendon & Hopedale.

In the matter of the application of the Milford, Attleborough & Woonsocket Street Railway Company for authority to extend its railway into the towns of Mendon and Hopedale, —

It appearing, after public notice and hearing of all parties desiring to be heard, at which hearing the street railway company and the above named towns were represented by counsel, that said street railway company has been duly authorized to maintain and operate a street railway in the town of Bellingham and that it has constructed its railway therein; that the towns of Mendon and Hopedale adjoin the town of Bellingham; and that such extension may promote the convenience of public travel and is not inconsistent with the public interest, —

The Board hereby certify that in their opinion the public convenience requires the granting of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Milford, Attleborough & Woonsocket Street Railway Company into the towns of Mendon and Hopedale, but subject to the provisions of the general laws conferring jurisdiction over and relating to the location, construction and operation of street railways.

Attest: Wm. A. Crafts,
Clerk.

December 20, 1899.

PLEASURE RESORTS.

Athol & Orange Street Railway Company — Park in Orange.

In the matter of the petition of the Athol & Orange Street Railway Company for the approval of the acquisition by said company of certain real estate for use as a pleasure resort, —

It appearing, after public notice and hearing, that the acquisition and maintenance of such pleasure resort may be of advantage to the petitioner and of benefit to the public, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the acquisition by the said Athol & Orange Street Railway Company at a purchase price not to exceed $1,010 of a certain tract of land situated in the town of Orange, a particular description of which premises appears in the deed from George D. Bates to the said Athol & Orange Street Railway Company and upon a plan of the same on file in this office.

The real estate so acquired is to be held and used only for purposes of recreation and for a pleasure resort, in accordance with and subject to all the provisions of chapter 316 of the Acts of 1895.

Attest: Wm. A. Crafts,
Clerk.

November 6, 1899.

JOINT USE OF TRACKS.

The Dighton, Somerset & Swansea and the Taunton Street Railway Companies, in Taunton.

In the matter of the petition of the Dighton, Somerset & Swansea Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the use by said company of certain tracks of the Taunton Street Railway Company in the city of Taunton, after public notice and hearing, — it is

Ordered, That the Board approve the authority of the said Dighton, Somerset & Swansea Street Railway Company to run its cars over and to use the tracks of the said Taunton Street Railway Company from the division line between said city of Taunton and the town of Dighton at North Dighton Village, so called, to Taunton Green in said city of Taunton, as granted by an order of the board of aldermen of said city dated March 16, 1899, and as set forth in an agreement entered into by said companies, dated February 25, 1898, copies of which order and agreement are on file with the petition in this office: *subject, however*, to such rights as the aldermen of said city have or may hereafter have, under the laws of the Commonwealth, to regulate, from time to time, the use of said tracks and the operation of the railways of said companies within the limits of said city.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 10, 1899.

The Norton and Taunton and the Taunton Street Railway Companies, in Taunton.

In the matter of the petition of the Norton & Taunton Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the use by said company of certain tracks of the Taunton Street Railway Company in the city of Taunton, after public notice and hearing, — it is

Ordered, That the Board approve the authority of the said Norton & Taunton Street Railway Company to run its cars over and to use the tracks of the said Taunton Street Railway Company from the corner of Oak and Maple streets to City Square, in said city of Taunton, as granted by an order of the board of aldermen of said city

dated March 16, 1899, and as set forth in an agreement entered into between said companies, dated March 11, 1899, copies of which order and agreement are on file with the petition in this office: *subject*, *however*, to such rights as the aldermen of said city have or may hereafter have, under the laws of the Commonwealth, to regulate, from time to time, the use of said tracks and the operation of the railways of said companies within the limits of said city.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 10, 1899.

The East Taunton and the Taunton Street Railway Companies, in Taunton.

In the matter of the petition of the East Taunton Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the use by said company of certain tracks of the Taunton Street Railway Company in the city of Taunton, after public notice and hearing, — it is

Ordered, That the Board approve the authority of the said East Taunton Street Railway Company to run its cars over and to use the tracks of the said Taunton Street Railway Company on Main Street, in said city of Taunton, from the intersection of Main and Summer streets to the corner of Weir and Main streets, as granted by an order of the board of aldermen of said city, dated March 16, 1899, and as set forth in an agreement entered into by said companies, under date of April 8, 1899, copies of which order and agreement are on file with the petition in this office: *subject*, *however*, to such rights as the aldermen of said city have or may hereafter have, under the laws of the Commonwealth, to regulate, from time to time, the use of said tracks and the operation of the railways of said companies within the limits of said city.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 13, 1899.

The Worcester & Clinton and the Leominster & Clinton Street Railway Companies, in Clinton.

In the matter of the petition of the Worcester & Clinton Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the use by said company of a certain track and overhead equipment of the Leominster & Clinton Street Railway Company in the town of Clinton, after notice and public hearing, — it is

Ordered, That the Board approve the authority of the said Worcester & Clinton Street Railway Company to run its cars over and use the track and overhead equipment of the said Leominster & Clinton Street Railway Company on Chestnut, Union and High streets in the town of Clinton, as granted by an order of the selectmen of said Clinton dated January 9, 1899, and as set forth in an agreement entered into by said companies under the date of August 7, 1899, copies of which order and agreement are on file in this office: *subject*, *however*, to such rights as the selectmen of said town have or may hereafter have, under the laws of the Commonwealth, to regulate, from time to time, the use of said track and the operation of the rail ways of said companies within the limits of said town.

Attest: WM. A. CRAFTS,
Clerk.

OCTOBER 10, 1899.

The South Shore & Boston and the Brockton Street Railway Companies, in Brockton.

In the matter of the application of the South Shore & Boston Street Railway Company for approval of the joint use of certain tracks in the city of Brockton belonging to the Brockton Street Railway Company, after notice and hearing, — it is

Ordered, That the authority of the said South Shore & Boston Street Railway Company to run its cars over the tracks of the said Brockton Street Railway Company on Centre Street in the city of Brockton between Main Street and the boundary line between the city of Brockton and the town of Abington, as given under the terms of a contract entered into by said companies March 11, 1899, and subsequently amended by the agreement of June 26, 1899, and the final agreement of October 18, 1899, copies of which contract and amendments thereto are on file in this office, be, and the same is hereby, approved: *subject*, *however*, to all rights vested by law in the aldermen of said city with reference to the regulation of the use of said tracks and the operation of said railways.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 1, 1899.

The Worcester & Webster and the Webster & Dudley Street Railway Companies, in Webster.

In the matter of the application of the Worcester & Webster Street Railway Company for the approval of the joint use of certain tracks of the Webster & Dudley Street Railway Company in the town of Webster, after notice and hearing, — it is

Ordered, That the authority of the said Worcester & Webster Street Railway Company to run its cars over the tracks of the said Webster & Dudley Street Railway Company in Cemetery, East Main, South Main and Main streets in the town of Webster, as given under the terms of a contract entered into by said companies October 21, 1899, a copy of which contract is on file in this office, be, and the same is hereby, approved: *subject*, *however*, to all laws relating to the regulation of the use of said tracks and the operation of said railways.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 20, 1899.

LOCATIONS, USE OF ELECTRIC POWER, ETC.

Newtonville & Watertown Street Railway Company — Approval of Location in Boston.

On the petition of the Newtonville & Watertown Street Railway Company for approval of a location for a turnout on North Beacon Street, as granted by the board of aldermen of the city of Boston, — it is

Ordered, That the Board approve the location granted to the Newtonville & Watertown Street Railway Company by the board of aldermen of the city of Boston and approved by the mayor of said city March 29, 1899, for a turnout on North Beacon Street.

Ordered, *also*, that permission be given said company to make the necessary underground and surface alterations of said streets for the purpose of using the overhead system of electric motive power on said turnout.

Attest: Wm. A. Crafts,
Clerk.

April 26, 1899.

Commonwealth Avenue Street Railway Company — Protest against Location in Newton.

In the matter of the protest of Maria S. Daniels and nine others, being the majority in value, as determined by the last preceding assessment for taxation, of those owning real estate abutting on Paul Street in the city of Newton, against a location purporting to be granted by the board of aldermen of said city, under date of April 3, 1899, to the Commonwealth Avenue Street Railway Company for an extension of its tracks on said street, said protest being duly filed under the provisions of chapter 578 of the Acts of 1898, —

It appearing to the Board, after public notice and a hearing at which the said protesters and the said city and railway company were represented by their respective counsel and fully heard, that no sufficient reason is shown why, upon the general merits of the case and in the general public interest, the said location should not be approved as hereinafter set forth, — it is

Ordered, That the Board approve the said location on Paul Street in the city of Newton, but only as a temporary location which shall

terminate upon the abolition of the grade crossings of the Boston & Albany Railroad with Centre Street in said city; and reserving also to the protesters the right by proper proceedings to impugn or to test the validity of said location upon any questions of law or of due procedure which have been or may be raised in relation thereto.

Attest: WM. A. CRAFTS,
Clerk.

MAY 4, 1899.

West End Street Railway Company — Approval of Locations and Use of Electric Power in Boston, Brookline, Cambridge, Everett and Newton.

In the matter of the petition of the West End Street Railway Company by its attorney, the Boston Elevated Railway Company, for the approval by the Board, under chapter 413 of the Acts of 1887, of certain locations of tracks, poles and wires and of certain alterations in streets specified in said petition, after public notice and a hearing of all parties desiring to be heard, — it is

Ordered, That the Board approve certain locations granted to said company by the board of aldermen of the city of Boston, namely, locations numbered 151 to 162, both inclusive, in the records of said city; also, certain locations of tracks and poles and rights for alteration of streets and joint use of poles of other corporations, granted to said company by the selectmen of the town of Brookline and by the boards of aldermen of the cities of Cambridge, Everett and Newton, respectively, as set forth in detail in said petition; excepting, however, a double track location in place of the existing single track, on Prospect Street in the city of Cambridge, granted by an order of the board of aldermen of said city dated April 11 and approved April 18, 1899, which said last-named location is reserved for further hearing and consideration by the Board.

Attest: WM. A. CRAFTS,
Clerk.

MAY 13, 1899.

West Roxbury & Roslindale Street Railway Company — Approval of Locations and Use of Electric Power in Boston.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board, under section 8 of chapter 413 of the Acts of 1887, of certain locations granted to said company in the city of Boston, after public notice and hearing, and no one appearing to object, — it is

Ordered, That the Board approve the locations granted to the said West Roxbury & Roslindale Street Railway Company by the board of aldermen of the city of Boston by its order dated April 24, 1899,

for an additional track on Washington Street in said city, and for a single-track extension of its railway on South, Ashland and Oakland streets and on Blue Hill Avenue in said city to the Milton town line, as more fully set forth in said order; with authority to maintain and use the overhead system of electric motive power on said tracks, and to make such alterations in said public ways as may be necessary for that purpose.

Attest: WM. A. CRAFTS,
Clerk.

MAY 23, 1899.

East Taunton Street Railway Company — Connecting Location in Lakeville.

In the matter of the petition of the East Taunton Street Railway Company for a grant to said company by the Board, under the provisions of section 14 of chapter 578 of the Acts of 1898, of a connecting location in the town of Lakeville, —

It appearing, after notice by publication and otherwise as ordered by the Board to the selectmen of said town of Lakeville and to all persons owning real estate abutting upon the public way in said town on which such location had been previously asked for by the petitioner and refused by said selectmen, and after a public hearing of the said parties and of all other persons and corporations desiring to be heard, that the said East Taunton Street Railway Company has constructed and is operating a street railway in the city of Taunton; that the corporate franchise of said company extends to and includes also the towns of Lakeville and Middleborough; that said company has already been granted and has duly accepted a location for an extension of its railway in said city of Taunton and also an original location in said town of Middleborough; that the said city of Taunton and town of Middleborough adjoin the town of Lakeville; that a location in said town of Lakeville is necessary to connect such existing locations in the city of Taunton and town of Middleborough; that a petition of the said company for an original location in the town of Lakeville, necessary to connect the city of Taunton and the town of Middleborough and the existing locations therein as aforesaid, has been refused by a majority of the selectmen of said connecting town; that within thirty days after such refusal application was made to this Board for a grant of such original and connecting location in said town of Lakeville; and

It appearing to the Board that no valid and sufficient objection to such location has been shown, and that the public necessity and convenience require the granting of the same, — it is

Ordered and decreed, That there be and hereby is granted to the

said East Taunton Street Railway Company a connecting single-track location, with suitable switches, sidings and turnouts, on the Lakeville and Taunton Road or Taunton Street, so called, in said town of Lakeville, extending across said town on said street from the boundary line between said town and the city of Taunton on the west to the boundary line between said town and the town of Middleborough on the east; and said company is hereby authorized to operate its cars on said location by electricity with the single trolley system, and to erect and lay all poles and wires necessary for that purpose.

Subject, however, to the following terms, conditions and obligations: —

1. The location of tracks, sidings, poles, etc., on said Taunton Street in said town shall be substantially as shown on plans made by Luther Dean, engineer, Taunton, Mass., 1899, entitled "Location Plans for East Taunton Street Railway Company, Lakeville, Mass." A copy of said plans is on file in the office of this Board and may be referred to, and another copy of the same shall be filed with the selectmen of Lakeville within ten days after the date of this decree. Changes in the details of said plans may be made with the approval of said selectmen.

2. The work of laying down said tracks, with proper provision for the drainage of said street where the same are laid, shall be subject to the direction and approval of said selectmen.

3. The tracks shall be laid in conformity with the existing or established grade of said street, the grade lines to be subject to the approval of said selectmen; and in case the grade of any part of said street is hereafter changed by proper authority, the expense of taking up and relaying the tracks shall be borne by said railway company.

4. All rails shall be "Tee" rails of not less than fifty-six pounds weight per yard. The space between the rails and eighteen inches outside thereof shall be filled to the depth of six inches with gravel of kind and quality approved by said selectmen.

5. All poles shall be of good quality of chestnut, and shall be painted in such manner and as often as said selectmen require. Bracket construction shall be used to support the wires, with span-wire construction where necessary at curves.

6. All street crossings and driveways shall be planked, and the entire roadbed shall be finished, in a manner approved by said selectmen.

7. All rubbish from the building, alteration or repair of its tracks shall be promptly removed from said street by said company, and the street shall be left in as good and safe condition for public travel as it was when the laying of tracks was commenced. In case said company neglects to keep its tracks in proper condition or repair, and the

street is thereby rendered unsafe or inconvenient for public travel, necessary and reasonable repairs may be made by said town under the direction of its selectmen, and the cost thereof shall be paid by said company.

8. Said town shall not be responsible to said company for damage occasioned by the bursting of any water pipe or sewer or caused by any other use of said street which is lawfully made or permitted by said town.

9. The authority given to said company by this decree shall not abridge the rights of said town in said street; and a right is reserved to said town to revoke so much of the authority and permission hereby granted as shall interfere with its right to dig up and to use said street for any other lawful public use. If at any time said town lays sewer mains or other pipes in said street or makes alterations or excavations therein, and it becomes necessary to remove any of the tracks or poles of said company in so doing, the expense of such removal or replacing of said tracks or poles shall be borne by said company.

10. Single fares on said railway within the limits of said town shall not exceed five cents each; and for pupils attending public schools in said town shall not exceed three cents each either to or from school; *provided*, *however*, that all rates of fare shall be subject to revision by this Board from time to time as provided by law.

11. Within thirty days after the date of this decree said company shall file with said selectmen a bond of the company in the penal sum of five thousand dollars, duly executed and conditioned to construct, equip and operate the railway located as aforesaid within eighteen months after the date hereof, and faithfully to comply with all the conditions and to perform all the obligations imposed upon said company by this decree, and to save said town harmless from all damages caused to any person by the negligence of the agents or servants of said company in operating said railway, or arising from any defect in said street which is due to the improper construction or maintenance of the same.

12. If in any matter which requires as aforesaid, during the first construction and equipment of said railway, the direction or approval of the board of selectmen of said town, the said board refuses so to direct or approve, or fails to give a decision thereon for one week after notice and request by said company, such matter may be referred to this Board, which shall have power forthwith to determine the same as justice and the public interest seem to it to require.

By order of the Board,

WM. A. CRAFTS,
Clerk.

MAY 23, 1899.

West End Street Railway Company — Approval of Location in Cambridge.

In the matter of the petition of the West End Street Railway Company by its attorney, the Boston Elevated Railway Company, for the approval by the Board, under chapter 413 of the Acts of 1887, of a double track location in place of the existing single track location on Prospect Street in the city of Cambridge, after public notice and a hearing of all parties desiring to be heard, — it is

Ordered, That the Board approve the location aforesaid as granted to said company by the board of aldermen of said city of Cambridge by an order of said board dated April 11 and approved April 18, 1899.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 23, 1899.

Lexington & Boston Street Railway Company — Protest against Location in Lexington.

In the matter of the written protest of certain owners of real estate abutting upon Waltham Street in the town of Lexington against a location granted by the selectmen of that town on said street from Forest Street to Massachusetts Avenue, by order dated July 13, 1899 (amended by order of August 3, 1899), it appearing, after public notice and hearing that the acceptance of the said location filed on behalf of the Lexington & Boston Street Railway Company was not acted upon by the directors of said company as required by law, this Board declines to approve said location. For this reason the proceedings under said protest are dismissed, without passing upon the merits of the case, and without prejudice to the rights of the railway company to petition anew for such or a similar location.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 6, 1899.

Lexington & Boston Street Railway Company — Approval of Location in Lexington.

In the matter of the request for the approval by the Board, under the provisions of chapter 578, Acts of 1898, of a location granted by the selectmen of the town of Lexington to the Lexington & Boston Street Railway Company upon Waltham Street, a public way in that town, a protest having been filed against the same by Hammon Reed and others owning real estate abutting upon said street, — after public notice and hearings at which the protesting abutters, the street railway company and the town of Lexington were represented by counsel and were fully heard, —

It appearing to the Board that the location has been duly granted to the said street railway company upon said Waltham Street by the selectmen of the town of Lexington acting properly and in the due performance of their official duties in regard to the same; that the protest of those owning real estate upon said street has been duly filed in accordance with the provisions of the statute; that the public necessity and convenience require that the location granted as aforesaid become valid and that the general public interest demands the approval of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the location above granted to the Lexington & Boston Street Railway Company in and upon Waltham Street in the town of Lexington.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 13, 1899.

Norfolk Suburban Street Railway Company — Approval of Location and Use of Electric Power in Boston.

In the matter of the petition of the Norfolk Suburban Street Railway Company for the approval of a location in the city of Boston, after public notice and a hearing, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to a location granted to the Norfolk Suburban Street Railway Company by the Board of Aldermen of the city of Boston under and in accordance with an order dated November 8, 1899, extending from a point near Oakland Street through River Street and the square formed by the junction of River Street with Blue Hill Avenue and Oakland Street to the Milton line, and extending on Washington Street from a point near Dorchester Avenue through said street and a public way known as Washington Street to the Milton line, and extending in Adams Street from a point near Dorchester Avenue through said Adams Street and the said public way known as Washington Street to a point connecting with the location herein set out, together with all necessary connections with existing systems of said company and the West Roxbury & Roslindale Street Railway.

It is further

Ordered, That permission be, and the same is hereby, given to make such underground and surface alterations in such streets as may be necessary for establishing and maintaining an electric overhead system of motive power for the operation of the railway upon the location aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 22, 1899.

REVISION OF FARES.

PETITION OF ALDERMEN OF EVERETT FOR REVISION OF FARES BETWEEN EVERETT AND BOSTON ON THE LYNN & BOSTON RAILROAD.

In the matter of the petition of the board of aldermen of the city of Everett, under section 23 of chapter 578 of the Acts of 1898, for a revision and reduction of the street railway fares between said city and the city of Boston as now established by the Lynn & Boston Railroad Company, whose railway is located in part in said city of Everett, —

It appearing, after due notice to the parties interested and public hearings at which the petitioners, the respondent company and the Boston Elevated Railway Company were represented by their respective counsel and fully heard, and after taking into account all the facts and conditions of the case, including the effect upon the whole railway system of the respondent company of the desired reduction of fares, that such reduction is reasonable; and that the rate of fare as hereinafter fixed is not below the average rate charged for similar service by other street railway companies which, in the judgment of the Board, are operated under substantially similar conditions, — it is

Ordered, That the fares established as aforesaid by the said Lynn & Boston Railroad Company be revised and regulated as follows: —

1. The fare per passenger for a single ride in either direction between any point on the lines operated by said company in the city of Everett, and Scollay Square in the city of Boston, passing through the city of Chelsea, or for any shorter ride in either direction within the limits aforesaid, shall not exceed five cents.

2. If the car taken by a passenger does not run the whole distance which such passenger desires and is entitled to ride for a five-cent fare as aforesaid, such passenger shall upon request, and without additional charge, be transferred to and conveyed the remainder of such distance in the next connecting car of said company running in the same direction.

3. These regulations shall go into effect on the 10th day of July, 1899.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 28, 1899.

MISCELLANEOUS STREET RAILWAY MATTERS.

Boston Elevated Railway Company — Approval of Modified Plans.

The modifications and changes of the Boston Elevated Railway plans heretofore approved by the Board on July 11, 1898, which are shown on the annexed plans numbered 20013, 20014, 25021, 25022 and 25038 are hereby approved.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

January 20, 1899.

Boston Elevated Railway Company — Approval of Modified Plans.

Upon the petition of the Boston Elevated Railway Company, and after public notice and hearing of all parties desiring to be heard, the annexed plans, numbered 25450 to 25463, inclusive, showing proposed location of tracks and form and method of construction of a portion of the railway of said company, are hereby approved by the Board; and the modifications and changes which are shown on said plans of certain plans numbered 20021 to 25027, inclusive, heretofore approved by the Board on July 11, 1898, and of certain amended plans numbered 25021 and 25022, heretofore approved by the Board on January 20, 1899, are hereby consented to.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

April 18, 1899.

Boston Elevated Railway Company — Approval of Modified Plans.

Upon the petition of the Boston Elevated Railway Company, and after public notice and hearing of all parties desiring to be heard, the annexed plans, numbered 25464 to 25490, inclusive, dated June 20, 1899, and showing proposed location of tracks and form and method of construction of a portion of the railway of said company, are hereby approved by the Board; and the modifications and changes which are shown on said plans numbered 25028 to 25030, inclusive, and 25035 to 25041, inclusive, heretofore approved by the Board on July 11, 1898, and of a certain amended plan numbered 25038, heretofore approved by the Board on January 20, 1899, are hereby consented to.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

July 7, 1899.

Boston Elevated Railway Company — Approval of Modified Plans.

Upon the petition of the Boston Elevated Railway Company, after public notice and hearing of all parties desiring to be heard, the annexed plans, numbered 26150 to 26163, inclusive, showing proposed location of tracks and form and method of construction of a portion of the railway of said company, are hereby approved by the Board; and the modifications and changes which are shown on said plans of certain plans numbered 25030 to 25035, inclusive, heretofore approved by the Board on July 11, 1898, are hereby consented to.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

December 4, 1899.

Organization of New Street Railway Companies.

Certificates of compliance with the requirements of the general law preliminary to incorporation, were issued to the following new street railway companies during the last calendar year: —

Amesbury & Hampton,	March 20, 1899.
Blue Hill,	July 20, 1899.
Bristol County,	December 22, 1899.
Brockton & Plymouth,	October 2, 1899.
Clinton & Hudson,	May 24, 1899.
Easton,	July 18, 1899.
Gardner, Westminster & Fitchburg,	April 13, 1899.
Georgetown, Rowley & Ipswich,	June 14, 1899.
Grafton, Upton & Milford,	May 5, 1899.
Holbrook & Weymouth,	March 6, 1899.
Lexington & Boston,	May 17, 1899.
Linwood,	October 27, 1899.
Medfield & Medway,	October 20, 1899.
Needham & Boston,	January 10, 1899.
New Bedford, Middleborough & Brockton,	March 21, 1899.
Northampton & Amherst,	February 16, 1899.
Stoughton & Randolph,	July 18, 1899.
Ware,	October 31, 1899.

[F.]

MISCELLANEOUS REPORTS AND ORDERS.

Cove Street Extension.

In Board of Railroad Commissioners and Street Commissioners of the City of Boston, Sitting as a Joint Board, under the Provisions of Chapter 388 of the Acts of the Year 1897, March 8, 1899.

And now after due public notice and hearing, the City of Boston being represented by its corporation counsel, the Boston Terminal Company by J. H. Benton, Jr., Esq., and the South Boston Improvement Association by H. Eugene Bolles, Esq., and all other parties and persons having been heard who desired to be heard, —

The said Street Commissioners presenting a plan entitled "City of Boston, Cove Street Extension, City Proper, January 20, 1899, William Jackson, City Engineer," for the location and construction of an extension of Cove Street under said chapter 388 of the Acts of 1897; — it is

Determined by the said joint Board that the time when the extension of Cove Street according to said plan shall be begun, shall be on the tenth day of March, 1899.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Railroad Commissioners.

JOHN P. DORE,
JOHN H. DUANE,
SALEM D. CHARLES,
Street Commissioners.

BOSTON, CAPE COD & NEW YORK CANAL COMPANY — ISSUE OF STOCK AND BONDS.

In Board of Railroad Commissioners and Harbor and Land Commissioners, Sitting as a Joint Board, June 26, 1899.

In the matter of the petition of the Boston, Cape Cod & New York Canal Company for the approval by the said joint Board, under chapters 448 of the Acts of 1899 and 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of $6,000,000, and also of an issue of bonds by said company to the amount of $6,000,000, for the purpose of building and equipping a ship canal, and of defraying the cost and expense incident thereto, as set forth in said petition, —

It appearing, after public notice and hearing, that said company has been chartered by said chapter 448 of the Acts of 1899 for the purpose of constructing and maintaining a ship canal extending from Buzzard's bay to Cape Cod or Barnstable bay, through the towns of Bourne and Sandwich, or either of them, with a required capital stock of $6,000,000, and with authority also to issue bonds not to exceed its capital stock at the time actually paid in; and

It being deemed by the said joint Board that an issue of capital stock and an issue of bonds by said company to an amount not to exceed $6,000,000 each, to be issued from time to time as hereinafter provided, may be reasonably requisite for the purposes for which such issues have been authorized as aforesaid, — it is

Ordered, That the said joint Board approve an issue by the said Boston, Cape Cod & New York Canal Company, subject to the provisions of all general and special laws applicable to such issue, of not to exceed in the whole 60,000 shares of its capital stock, amounting at the par value thereof to $6,000,000, and of not to exceed in the whole at the par value thereof $6,000,000 of its bonds, payable at periods not exceeding fifty years from the date thereof, with interest at a rate not to exceed six per cent per annum, and secured by a mortgage of its franchise, canal, equipment, and all of its property, real and personal; the said stock and bonds, or the proceeds thereof, to be applied to the purposes set forth and specified in said chapter 448 of the Acts of 1899, and to no other purpose; and the issues of the said stock and bonds to be made in the manner and upon the terms and conditions following, and not otherwise: —

1. The capital stock of said company shall be duly subscribed, and said company shall be duly organized, and its corporate organization shall be duly maintained, as regards the choice of officers and otherwise, in the manner provided in the general laws of this Com-

monwealth relating to railroad corporations. It shall have its office and hold its meetings in this Commonwealth; and its books, records and contracts shall be submitted to said joint Board whenever requested by it for examination.

2. No shares of stock or bonds shall be issued except upon payment of the par value thereof in cash, or in payment for labor performed and material furnished in construction, or in payment for property acquired, or to provide means for funding its floating debt, or for the payment of money borrowed for any lawful purpose, as authorized by said chapter 448 of the Acts of 1899.

3. All certificates of stock and all bonds of said company shall be certified and issued only by and through the New England Trust Company of Boston, or some other Massachusetts trust company approved by said joint Board, under an indenture of trust of which the terms and conditions have been also so approved; and the same trust company shall be made the trustee in the mortgage securing the bonds.

4. Upon the due authorization by votes of the stockholders of said Canal Company of issues of its capital stock and mortgage bonds to the amounts aforesaid, and upon the due execution and delivery of such indenture of trust and mortgage, said Canal Company may execute and deliver to such trust company its certificates of stock and mortgage bonds to an amount not exceeding at par $6,000,000 each; but the said certificates of stock and bonds shall be certified and issued by such trust company only as follows: —

(1) Stock to the amount of $140,000, and bonds to a like amount, shall be certified and issued to said Canal Company, or its order, as soon as a deposit of $200,000 has been made by said Canal Company with the treasurer of the Commonwealth in accordance with the provisions of section 23 of said chapter 448 of the Acts of 1899, the said stock and bonds, or the proceeds thereof, to be applied to the following purposes and to no other, namely: To reimburse the company for the deposit made as aforesaid, to provide means for making the deposits and payments required by sections 14 and 20 of said chapter 448, and to defraying the necessary cost incurred in making surveys and plans for the location and construction of the canal authorized by said chapter.

(2) Said trust company may certify and issue in like manner such further amounts of stock and bonds, not to exceed in the aggregate (including the issues above mentioned) $6,000,000 each, as from time to time, on the application of said Canal Company, shall have been approved and certified by said joint Board, in the manner provided in chapter 462 of the Acts of 1894, as reasonably requisite to enable said Canal Company, promptly and in good faith, to carry out the purposes set forth and specified in said chapter 448 of the Acts

of 1899 : *provided*, that the total amount of bonds so approved, certified and issued shall at no time exceed the total amount of capital stock then actually paid in and outstanding as aforesaid.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Railroad Commissioners.

WOODWARD EMERY,
CLINTON WHITE,
Harbor and Land Commissioners.

REPORT OF THE JOINT BOARD UPON THE SUBJECT OF RELOCATING AND WIDENING THE NEW BEDFORD AND FAIRHAVEN BRIDGE OVER THE ACUSHNET RIVER.

To the Honorable the Senate and House of Representatives of the Commonwealth in General Court assembled.

By chapter 99 of the Resolves of 1899, the Board of Railroad Commissioners and the Board of Harbor and Land Commissioners were constituted a Joint Board for the purpose of investigating and reporting upon the subject of relocating and widening the New Bedford and Fairhaven bridge over the Acushnet River.

The resolve reads as follows : —

RESOLVE TO PROVIDE FOR AN INVESTIGATION BY THE BOARD OF RAILROAD COMMISSIONERS AND THE BOARD OF HARBOR AND LAND COMMISSIONERS RELATIVE TO THE RELOCATING AND WIDENING OF THE OLD BRIDGE OVER THE ACUSHNET RIVER BETWEEN THE CITY OF NEW BEDFORD AND THE TOWN OF FAIRHAVEN.

Resolved, That the board of railroad commissioners and the board of harbor and land commissioners, who are for this purpose constituted a joint board to act by a majority vote of all the members thereof, are directed to consider the matter of the completion of the New Bedford and Fairhaven bridge over the Acushnet river, and to report to the next general court on or before the fifteenth day of January, what has been the expense of said bridge as far as constructed; also to report how and in what manner the bridge and the approaches thereto on the New Bedford side should be completed, including the abolition of any railroad grade crossing, the probable expense thereof, and by whom the work should be done, and by what parties the expense thereof should be borne and paid; and that no contracts be made by the county commissioners of Bristol county in respect to said bridge until authorized by the general court. [*Approved June 2, 1899.*

The Joint Board published notices in sundry newspapers, in order to give all persons interested an opportunity to be heard, and gave

hearings at the office of the Railroad Commissioners in Boston. They also personally pursued inquiries and made investigations. In a body they inspected the locality of the proposed bridge at New Bedford, and all places in the vicinity which might tend toward aiding in a solution of the questions involved.

The interests to be affected were represented by eminent counsel, who laid before the Joint Board the history of proceedings relative to the bridge from its inception; presented the points of view and the interests both of public and private nature involved in the undertaking, and prepared and argued elaborate printed briefs in support of their contentions. Stenographic reports of the hearings before the legislative committee of last winter, and of a hearing before the Grade Crossing Commissioners, appointed prior thereto, were placed in the possession of the Board and freely referred to.

After fully hearing all desiring to be heard and carefully considering the questions presented, the Joint Board unanimously concur in answering the questions submitted to it by the Legislature as follows: —

I. — *With Reference to the Expense of said Bridge as far as constructed.*

The treasurer of the county of Bristol reports that the whole amount expended on account of the New Bedford and Fairhaven bridge from the first itemized charge in 1894 down to January 1, 1900, is $810,932.30. This sum includes: —

The construction account of the bridge proper, . .	$632,078 09
The land damage account, ...	129,854 21
The interest on county notes, ...	49,000 00

II. — *How and in what Manner the Bridge and the Approaches thereto on the New Bedford Side should be completed, including the Abolition of Any Railroad Grade Crossings.*

The Board did not consider this as a purely grade crossing question, but as one involving the proper approaches of an expensive highway bridge seventy feet wide, with some attempt at architectural effect, and realized that it should be studied with reference to its having been already more than half built, and to its being finished with some regard to the wishes of the community upon whom would fall a large part of the burden of paying for it.

In this deliberation, the existence of a steam railroad crossing with its necessarily attendant dangers and inconveniences was an essential factor.

A brief review may aid in comprehending the present situation: An ancient highway, thirty feet in width, crossed the Acushnet River

between the town of Fairhaven and the city of New Bedford by a bridge and over the intervening Pope's and Fish islands. On the New Bedford side this highway was intersected by the tracks of the Old Colony Railroad at grade, in the year 1873, and trains for passengers and freight have since passed and re-passed along the water front of the city daily, at frequent intervals intercepting public travel over the highway.

The Union Street Railway was granted a location in the highway in 1872, and has since operated its cars therein and across the Old Colony Railroad, at grade.

In May, 1893, by chapter 368 of the Acts of that year, the Legislature authorized the county commissioners of Bristol County to rebuild the bridge between New Bedford and Fairhaven, and limited the expense thereof to $200,000. The same act also authorized the commissioners to construct the approaches at a common grade with the railroad, should they deem it advisable, or to require the mayor and aldermen of New Bedford to institute proceedings under the grade crossings act, chapter 428 of the Acts of 1890, when the question would be left to the commission appointed by the superior court.

Under the authority of the act of 1893, the county commissioners caused plans to be made for both a grade and an overhead bridge. In 1894, by chapter 239 of the Acts, the Legislature authorized an increased expense of $150,000, thereby limiting the cost to $350,000, which was to be exclusive of land damages; and upon petition of the citizens of Fairhaven and Acushnet, by chapter 530 of the Acts of that year, allowed a change in the eastern terminus of the bridge.

From 1894 to 1896 various plans were proposed for the abolition of a number of grade crossings in New Bedford, including the Bridge Street crossing, but the city and railroad were unable to agree on any plan.

On July 11, 1896, the county commissioners, after a number of hearings, decreed that in their judgment the public convenience and necessity required that the bridge should be constructed at grade with the railroad. In August, 1896, the commissioners awarded a contract for construction between Fairhaven and Fish Island, according to plans approved and decreed by them. At that time they were authorized to expend only $350,000, exclusive of land and other damages. During the winter of 1896 and 1897, it was found that the appropriation heretofore made was insufficient, and the Legislature was asked to authorize an additional amount, which was given by chapter 200 of the Acts of 1897, making the total $450,000.

During that year, owing to the requirements by federal authority for a draw with two openings, of 100 feet each in width, the county commissioners found that they would be unable to complete the

bridge as they had planned (at grade) for the amount allowed by the Legislature, and asked for authority to spend more money. By chapter 387 of the Acts of 1898, they were authorized to expend for the total construction of the bridge, without damages, $800,000, thereby increasing the original authority $600,000, or 300 per cent. The same act would seem to confirm the action of the county commissioners in laying out the bridge at grade with the railroad. The original decree of July 11, 1896, established the bridge at grade across Fish Island; but by a decree of the commissioners, May 23, 1898, following the fixed elevation of the draw, a new grade was determined by which the roadway was raised an average of seven and one-half feet across the island.

In January, 1899, a bill was presented to the Legislature making it mandatory upon the county commissioners to construct the bridge and approaches thereto on the New Bedford side over the tracks, providing that the western approach should not be farther west than Acushnet Avenue, and that the difference in cost above that for a grade bridge should be apportioned under the grade crossing act of 1890. Said difference in cost would amount, for construction and including damages, to probably $700,000, making the total cost about $1,500,000; and of this extra cost it was proposed to apportion twenty-five per cent on the Commonwealth, sixty-five per cent on the railroad, and the balance on parties benefited, as provided in the original act.

Various amendments were proposed to this act, and toward the end of the session a new bill (Senate Document No. 337) was proposed, which authorized the superior court to appoint a commission who were to have power to say whether the bridge should be built overhead or at grade, and to apportion the cost upon the Commonwealth, the railroad and the city. This bill was rejected, and the whole subject of completing the bridge was placed in the hands of the Joint Board of Railroad Commissioners and Harbor and Land Commissioners, to report to the Legislature their findings.

A careful study of the legislation and the testimony submitted would seem to indicate that it was not the original intention to build such a structure as has already been erected, and the amount of money so far expended is far in excess of what public convenience and necessity required. At present, however, there exists a very expensive structure, now partially completed, and the citizens of New Bedford are not satisfied that the bridge shall end as was originally intended, but wish to have it carried farther into the city. This local sentiment is strong. It was apparent at the hearings before the Joint Board, where, in the brief of counsel, it was suggested that the city was ready to bear an unusual portion of the expense pertain-

ing to the overhead structure. Recent acts of the city council of New Bedford confirm this attitude.

The railroad crossing at the western location of the bridge is an extension from the New Bedford depot to the wharves, for the purpose of reaching their steamboat connections and to carry freight to and from private wharves, and is not used by express trains, and in this respect may be differentiated from the more important grade crossings on main lines. The danger, however, at this particular crossing, is emphasized by the existence of an electric railway, which has practically secured an exclusive right of way across this bridge, and promises to become the New Bedford end of a growing system.

With this situation facing us, a difficult problem is presented. Danger is a word of as uncertain significance as there are minds to be affected by it. Few would have the hardihood to deny its existence at this crossing, or that with the passage of time and the growth of population and business it would not materially increase, even if minimized for the present by restrictions and regulations.

The policy of the Commonwealth as to the separation of grade crossings is firmly established, as is its rule against permitting electric railways to cross steam railways at grade whenever it can be avoided. The large number of occasions in which, from various causes, electric cars become stalled while crossing steam railroad tracks, may be cited as testimony in confirmation of the wisdom of this rule. For this reason the Legislature has passed an act authorizing electric railway companies to take land for the purpose of constructing bridges over or ways under railroad locations.

In view, then, of the existence of a partially constructed bridge of magnificent proportions; of the strong sentiment in and demand of New Bedford that it shall be finished as an overhead structure across the railroad tracks, and avoiding Bridge Square as a terminal; of the existence of danger and inconvenience of a public grade crossing at this place, and of the added peril by reason of the presence of an electric railway promising to be double-tracked and the end of a system in the near future, — the Joint Board has finally reached the unanimous conclusion to recommend the abolition of the public grade crossing at Bridge Street and the construction of an overhead bridge. This will unavoidably leave a private crossing for the abutters between the railroad and the river, which will have to be preserved as are the other private crossings farther to the south, and to this extent will prevent the entire elimination of this grade crossing.

III. — *As to the Probable Expense Thereof.*

It was early seen that the expense of carrying an overhead structure, with proper approaches, into the city of New Bedford, would be very great. It was fully realized that the expenses thus far incurred are in many quarters deemed most lavish and extravagant, have become a subject of general comment and stricture and excited apprehension on the part of tax payers; and that the city of New Bedford, however much her citizens might desire to have this work carried out to completion on the scale upon which it had begun, could not disregard the fact that she already was burdened with a heavy tax rate.

Several plans were presented to the Joint Board. One contemplated beginning at the east side of Fish Island and ending at Second Street. Two other plans were shown — one more and one less expensive to build. The first of these latter plans would involve the payment of additional grade damages on Fish Island and a large amount on the New Bedford side. This was urged, as affording the finest approach into the city of New Bedford, as comporting with the dignity and character of the entire bridge structure, and as creating an opportunity for advantageously widening adjacent streets and furnishing a boulevard for the embellishment of the city. Estimates were given of the cost, at from $642,000 to $750,000. It seemed to the Board that something satisfactory from the esthetic as well as the utilitarian point of view could be accomplished at considerably less cost; and after due deliberation it was concluded that an elevated structure seventy feet wide, to begin at the west side of Fish Island and rising at a grade of less than three per cent to an elevation over the railroad track that would give sixteen vertical feet in the clear for car space underneath, and thence descending by a grade not to exceed three per cent to Water Street, would meet and fulfil all the requirements of the situation.

As no appropriation for furnishing the Board with the services of an expert bridge engineer to deal with this purely technical problem of architectural engineering had been provided, the Joint Board was obliged to rely largely upon gratuitous advice and assistance in making this estimate.

The Joint Board is of opinion that the total expense, including land and grade damages, of completing the way as already laid out across Fish Island and of constructing an overhead bridge, beginning at the western end of Fish Island, crossing the channel and the railroad and landing at Water Street, ought not to exceed the sum of $450,000. This estimate, while large, is not calculated to provide for any further payments of damages excessively disproportionate to assessed valuations.

IV. — *By Whom should the Work be done?*

In view of the extravagant expenditure of public money by the county commissioners and the fact that the remaining portion of the bridge to be built is within the limits of New Bedford, it seems proper to suggest that city as the most fitting and suitable party to proceed with the completion of the undertaking. It is for her interest that it should be done as economically as may be, for on her will fall a great part of the burden. She will also be better able to provide for and adjust the approaches through her streets to meet the termination of the bridge proper within her limits.

The railroad company disclaims any desire to build that portion of the structure to be erected within the lines of the railroad location, but is willing that it should be done by the city. Furthermore, the other parties interested will be watchful for careful and economical expenditures.

It is accordingly recommended that the city of New Bedford be the party by whom the work should be done.

V. — *By what Parties the Expense thereof should be Borne and Paid.*

In view of all the foregoing and of the peculiar conditions which exist, and of the unusual character and proportions of the bridge, and also of the fact that a private crossing with its attendant expense and dangers is left for the railroad company to deal with as best it may, it is obvious that it would be unjust to expect the Commonwealth and the railroad company to pay more than an equitable proportion of the cost of abolition. Such deviation from the grade crossing act of 1890 has been recognized when special conditions have called for apportionment of cost adapted to the peculiar circumstances of the case.

The city of New Bedford presents no claim to be exempt from bearing its full share of a great improvement, from which, more than all other parties, she will derive benefit and satisfaction.

The Union Street Railway Company would be the recipient of benefits from the proposed elevated structure that would justify charging to it a portion of the expense thereof. The Union Street Railway Company has secured privileges from New Bedford, Fairhaven and the county commissioners, with a view of being confirmed in exclusive occupation of this bridge with its railway. Without discussing the scope or validity of these privileges, there is little doubt of a continuance of its possession of an exclusive location over the bridge. Street railway accommodation is needed, and so long as it is given by this company it is not likely that any disturbance of occupation

will take place. The bridge was widened in order to give space for the tracks of the railway without incommoding other traffic.

The Legislature has recognized by general laws and by special enactments the propriety of imposing upon street railways, under special conditions, a portion of the expense of public improvements by which they were particularly to be benefited.

The Joint Board feels justified in this case in recommending that the Union Street Railway Company be assessed a fair percentage of the cost of all the New Bedford end now remaining to be built.

The town of Fairhaven would receive a distinct, special benefit from its abolition, and therefore should bear a part of the expense.

The expense already incurred in building the bridge from the Fairhaven shore to Fish Island is too great to justify the suggestion that any towns in Plymouth County be charged with a contribution larger than is limited by chapter 460 of the Acts of 1899.

While the resolve does not in words require a report on the proper apportionment of the expense upon the parties by whom it should be borne and paid, nevertheless, considering the true purpose and intent of the resolve, it is believed that the report would be considered incomplete unless a recommendation to that effect were included. Indeed, to fix the proportions is but a step beyond discriminating the parties.

The Joint Board has estimated that an expense of completing the bridge, in the manner hereinbefore recommended, by an overhead structure, ought not to exceed $450,000. The estimate of $220,000 for completing the bridge at grade has been given by other reliable authority. The difference between these two amounts, that is, the sum of $230,000, would seem, then, to be properly chargeable to the overhead structure, and to be the sum fairly to be apportioned by this report. As, however, this sum is but an estimate and liable to variation, it is recommended that the expense of that portion of the bridge under consideration, whatever it may ultimately be found to be, shall be divided and paid as follows: —

The Commonwealth to pay 12 per cent, in no event to exceed	$30,000
The New York, New Haven & Hartford Railroad to pay 33 per cent, in no event to exceed	90,000
The Union Street Railway Company to pay 10 per cent, in no event to exceed	25,000
The town of Fairhaven to pay 5 per cent, in no event to exceed	12,500
The city of New Bedford to pay the balance.	

The sum of $220,000, which is the estimate for finishing the bridge at grade, is left to be apportioned under the terms of the original bridge act.

It is further suggested that any bill drafted in pursuance of these recommendations should contain provision to secure an application of the betterment law in all suits brought for damages to private property.

WOODWARD EMERY,
JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
CLINTON WHITE,
CHARLES C. DOTEN,
Joint Board of Railroad and Harbor and Land Commissioners.

JANUARY 22, 1900.

APPOINTMENT OF RAILROAD INSPECTOR.

IN BOARD OF RAILROAD COMMISSIONERS, September 20, 1899.

Ordered, That Grafton Upton of Everett, Massachusetts, be, and he hereby is, under the provisions of chapter 535 of the Acts of 1894 and chapter 376 of the Acts of 1897, appointed to be a Railroad Inspector, with the powers and duties in said statutes set forth, to hold said office for a term commencing on the first day of October, 1899, and terminating on the first day of October, 1902, unless sooner removed for cause.

Attest: WM. J. MCCULLOUGH,
Assistant Clerk.

[G.]

EXPENSES OF OFFICE.

Rent of office,	$3,398 33
Care of office and messenger,	750 00
Experts,	3,368 00
Expenses of railroad inspectors,	586 56
Stenography and typewriting,	195 76
Printing and binding,	339 89
Newspapers and publications,	101 65
Advertising,	81 85
Express,	102 23
Postage,	207 75
Telephone and telegrams,	163 02
Typewriter and supplies,	63 00
Stationery,	143 18
Furniture and repairs,	230 24
Electric light fixtures,	77 40
Electric lighting,	17 65
Gas and ice,	30 80
Document file cabinet,	48 00
Cleaning carpets and towels,	80 45
Sundries,	36 90
Total office expenses,*	$10,022 66

* Exclusive of salaries fixed by statute.

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COMPILED FROM THE

Returns of Railroad Corporations

FOR THE

YEAR ENDING JUNE 30, 1899.

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	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
Attleborough Branch. (See *N. Y., N. H. & Hartford.*)	–	–	–	–	–	–	–	–	–
Berkshire. (See *New York, New Haven & Hartford.*)	–	–	–	–	–	–	–	–	–
Boston & Albany,	Boston,	Albany, N. Y.,	201.650	162.350	235.290[1]	195.990[1]	199.250	170.850	636.190
Athol,	Springfield,	Athol,	45.260	45.260	–	–	8.760	8.760	54.020
Grand Junction,	Cottage Farm,	East Boston,	9.450	9.450	5.110	5.110	23.630	23.630	38.190
Hudson,	Chatham, N. Y.,	Hudson, N. Y.,	17.330	–	1.000	–	7.140	–	25.470
Milford,	S. Framingham,	Milford,	12.000	12.000	–	–	6.250	6.250	18.250
Millbury,	Millbury Jct.,	Millbury Village,	3.000	3.000	–	–	.600	.600	3.600
Newton Highlands,	Beacon St., Boston,	Riverside Jct.,	9.890	9.890	9.890	9.890	5.530	5.530	25.310
Newton Lower Falls,	Riverside Jct.,	Newton L. Falls,	1.090	1.090	–	–	.650	.650	1.740
Saxonville,	Natick,	Saxonville,	3.700	3.700	–	–	2.280	2.280	5.980
Spencer,	Spencer,	South Spencer,	2.180	2.180	–	–	1.100	1.100	3.280
Chester & Becket,	Chester,	Chester Quarries,	5.270	5.270	–	–	1.800	1.800	7.070
North Brookfield,	East Brookfield,	North Brookfield,	4.000	4.000	–	–	1.370	1.370	5.370
Pittsfield & North Adams,	Pittsfield,	North Adams,	18.550	18.550	–	–	7.400	7.400	25.950
Prov., Webster & Springfield,	Webster Jct.,	Webster,	11.230	11.230	–	–	3.200	3.200	14.430
Ware River,	Palmer,	Winchendon,	49.350	49.350	–	–	7.020	7.020	56.370
Boston & Lowell. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
Boston & Maine,	Boston,	Portland, Me.,	115.310	36.560	82.770[2]	38.120[2]	106.920	64.750	305.000
	Boston,	State Line, Maine,	57.530	41.450	46.080[3]	40.140[3]	55.660	46.140	159.270
	Conway Jct., Me.,	Intervale Jct., N.H.,	73.370	–		–	20.130	–	93.500
Asbury Grove,	Wenham,	Asbury Grove,	1.060	1.060	–	–	.380	.380	1.440
Charlestown,	E. Somerville,	Charlestown,	1.090	1.090	1.090	1.090	–	–	2.180
Chelsea Beach,	Revere Jct.,	Saugus River Jct.,	3.340	3.340	2.490	2.490	.650	.650	6.480

Dover & Winnipiseogee,	Dover, N. H.,	Alton Bay, N. H.,	29.000	–	–	–	7.340	–	36.340
East Boston,	Revere,	East Boston,	3.470	3.470	1.560	1.560	11.090	11.090	16.120
Essex,	Wenham,	Essex,	6.000	6.000	–	–	1.840	1.840	7.840
Gloucester,	Beverly,	Rockport,	16.940	16.940	8.990	8.990	4.430	4.430	30.360
Lawrence,	Salem,	North Andover,	19.890	19.890	1.640	1.640	8.270	8.270	29.800
Marblehead,	Salem,	Marblehead,	3.520	3.520	–	–	.870	.870	4.390
Medford,	Medford Jct.,	Medford,	2.000	2.000	2.000	2.000	1.950	1.950	5.950
Methuen,	Lawrence,	State Line, N. H.,	3.750	3.750	1.000	1.000	13.710	13.710	18.460
Newburyport City,	Newburyport,	Newburyport,	1.970	1.970	–	–	1.200	1.200	3.170
Orchard Beach,	OldOrchard,Me.,	Saco, Me.,	3.270	–	–	–	.360	–	3.630
Salisbury,	Salisbury,	Amesbury,	3.790	3.790	–	–	2.470	2.470	6.260
Saugus,	Everett,	West Lynn,	9.550	9.550	9.550	9.550	4.330	4.330	23.430
Somersworth,	Rollinsf'd, N.H.,	Somersworth, N. H.,	2.750	–	–	–	1.660	–	4.410
South Reading,	Peabody,	Wakefield Jct.,	8.120	8.120	–	–	2.170	2.170	10.290
Swampscott,	Swampscott,	Marblehead,	3.960	3.960	.520	.520	1.220	1.220	5.700
West Amesbury,	Merrimac,	Newton Jct., N. H.,	4.450	2.130	–	–	.540	.400	4.990
Wolfborough,	Sanbornville, N.H.,	Wolfboro', N. H.,	12.030	–	–	–	1.830	–	13.860
Connection Lowell & Lawrence with Lowell & Andover R.R.,	Lowell,	Lowell,	.250[4]	.250[4]	.370	.370	–	–	.620
Boston & Lowell,	Boston,	Lowell,	26.750	26.750	26.750	26.750	59.580	54.230	113.080
Bedford & Billerica,	Bedford,	North Billerica,	7.630	7.630	–	–	.770	.770	8.400
Lawrence,	Wilmington,	Wilmington Jct.,	3.210	3.210	–	–	1.370	1.370	4.580
Lexington,	Somerville,	Lexington,	8.110	8.110	8.110	8.110	3.140	3.140	19.360
Lowell & Lawrence,	Lowell,	Lawrence,	12.420	12.420	–	–	6.990	6.990	19.410
Middlesex Central,	Lexington,	Concord,	11.080	11.080	–	–	2.970	2.970	14.050
Mystic,	Somerville,	Mystic Wharves,	2.250	2.250	.850	.850	26.940	26.940	30.040
Salem & Lowell,	Peabody,	Tewksbury,	16.800	16.800	–	–	6.890	6.890	23.690
Stoneham,	Montvale Jct.,	Stoneham,	2.500	2.500	–	–	1.540	1.540	4.040
Woburn,	Winchester,	No. Woburn Jct.,	6.200	6.200	6.200	6.200	3.690	3.690	16.090

[1] Including 16.830 miles of third track and 16.810 miles of fourth track.

[2] Including 1.560 miles of third track.

[3] Including .730 mile of third track.

[4] Total length .370 mile double track, of which .120 mile of one track is owned by the Lowell & Andover.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
BOSTON & MAINE — Con.									
Central Massachusetts,	No. Cambridge,	Northampton,	98.770	98.770	–	–	24.000	24.000	122.770
Concord & Montreal,	Nashua, N. H.,	Groveton, N. H.,	181.070	–	36.620[1]	–	112.670	–	330.360
Franklin & Tilton,	Franklin, N. H.,	Tilton, N. H.,	4.950	–	–	–	2.280	–	7.230
Hedding,	E Hedding, N. H.,	H. Camp Gr'd, N. H.,	.780	–	–	–	.100	–	.880
Hooksett,	Hooksett, N. H.,	Bow Jct., N. H.,	7.590	–	–	–	3.810	–	11.400
Lake Shore,	Lakeport, N. H.,	Alton Bay, N. H.,	17.280	–	–	–	1.330	–	18.610
Manchester & No. Weare,	Manchester, N. H.,	Henniker, N. H.,	24.500	–	–	–	8.630	–	33.130
Mount Washington,	Wing Road, N. H.,	Mt. Washington, N. H.,	20.170	–	–	–	6.810	–	26.980
New Boston,	Parker's, N. H.,	New Boston, N. H.,	5.190	–	–	–	.830	–	6.020
Profile & Franconia,	Bethlehem J., N. H., / Bethlehem J., N. H.,	Profile House, N. H., / Bethlehem, N. H.,	12.840	–	–	–	1.380	–	14.220
Suncook Val. Extension,	Pittsfield, N. H.,	Ctr. Barnstead, N. H.,	4.460	–	–	–	1.210	–	5.670
Tilton & Belmont,	Belmont Jct., N. H.,	Belmont, N. H.,	4.170	–	–	–	.680	–	4.850
Whitefield & Jefferson,	Whitefield J., N. H., / Jeff. Mead's, N. H.,	Berlin Mills, N. H., / Jefferson, N. H.,	33.690	–	–	–	9.860	–	43.550
Concord & Portsmouth,	Portsmouth, N. H.,	Manchester, N. H.,	39.870	–	–	–	14.570	–	54.440
Connecticut River,	Springfield,	Keene, N. H.,	74.000	50.080	36.800[2]	36.800[2]	58.030	51.250	168.830
Chicopee Falls,	Chicopee Jct.,	Chicopee Falls,	2.350	2.350	–	–	1.750	1.750	4.100
Easthampton,	Mt. Tom Jct.,	Easthampton,	3.500	3.500	–	–	1.090	1.090	4.590
Conn. & Pass. Rivers,	White Riv. Jct., Vt.,	Canada Line,	110.300	–	–	–	40.280	–	150.580
Danvers,	Wakefield Jct.,	Danvers,	9.260	9.260	–	–	2.340	2.340	11.600
Grand Trunk,*	Lenoxville, P. Q.,	Sherbrooke, P. Q.,	2.950	–	–	–	–	–	2.950
Horn Pond Branch,	Woburn Branch,	Horn Pond,	.663	.663	–	–	.076	.076	.739
Kennebunk & Kennebunkport,	Kennebunk, Me.,	Kennebunkp't, Me.,	4.500	–	–	–	.900	–	5.400
Lowell & Andover,	Lowell,	Lowell Junction,	8.850[4]	8.850[4]	8.730	8.730	6.780	6.780	24.360

Manchester & Keene,	Greenfield, N. H.,	Keene, N. H.,	29.590	–	–	–	2 940	–	32.530
Manchester & Lawrence,	State Line, Mass.,	Manchester, N. H.,	22.390	–	–	–	10.890	–	33.280
Massawippi Valley,	Canada Line,	Lenoxville, P. Q.,	31.950	–	–	–	5.720	–	37.670
Stanstead,	Stanstead Jct., P. Q.,	Stanstead, P. Q.,	3.510	–	–	–	.960	–	4.470
Nashua, Acton & Boston,	North Acton,	Nashua, N. H.,	20.120	15.140	–	–	5.140	2.830	25.260
Nashua & Lowell,	Lowell,	Nashua, N. H.,	14.500	9.250	14.500	9.250	12.640	7.540	41.640
Newburyport,	Bradford, / Georgetown,	Newburyport, / Danvers,	26.980	26.980	–	–	4.630	4.630	31.610
N. Y., N. H. & Hartford,*	North Acton,	Concord Junction,	4.210	4.210	–	–	–	–	4.210
Northern,	Concord, N. H.,	White River Jct., Vt.,	69.500	–	–	–	29.230	–	98.730
Bristol,	Franklin, N. H.,	Bristol, N. H.,	13.410	–	–	–	1.180	–	14.590
Concord & Claremont,	Concord, N. H., / Contoocook, N. H.,	Claremont Jct., N. H., / Hillsboro' B'ge, N. H.,	70.900	–	–	–	12.870	–	83.770
Peterboro' & Hillsboro',	Peterboro', N. H.,	Hillsboro' B'ge, N. H.,	18.510	–	–	–	2.740	–	21.250
Pemigewasset Valley,	Plymouth, N. H., / Campton, N. H.,	Lincoln, N. H., / Campton Vill., N. H.,	22.930	–	–	–	12.390	–	35.320
Peterborough,	Wilton, N. H.,	Greenfield, N. H.,	10.500	–	–	–	1.590	–	12.090
Portland, Saco & Portsmouth,	State Line, Me.,	Portland, Me.,	50.760	–	–	–	20.480	–	71.240
Portsmouth & Dover,	Portsmouth, N. H.,	Dover, N. H.,	10.880	–	–	–	1.850	–	12.730
Stony Brook,	No. Chelmsford,	Ayer Junction,	13.160	13.160	–	–	4.690	4.690	17.850
Suncook Valley,	Suncook, N. H.,	Pittsfield, N. H.,	17.410	–	–	–	4.130	–	21.540
Wilton,	Nashua, N. H.,	Wilton, N. H.,	15.500	–	–	–	5.140	–	20.640
Worc., Nashua & Rochester,	Worcester,	Rochester, N. H.,	94.480	39.460	18.130	18.130	44.420	26.060	157.030
BOSTON & PROVIDENCE. (See *N. Y., N. H. & Hartford.*)	–	–	–	–	–	–	–	–	–
BOSTON, REVERE BEACH & LYNN,[3]	East Boston,	Lynn,	8.800	8.800	8.800	8.800	2.750	2.750	20.350
Winthrop Circuit,	Orient Heights,	Winthrop,	4.400	4.400	.700	.700	1.000	1.000	6.100

* Trackage rights.

[1] Including 1.350 miles of third track.

[2] Including .800 mile of third track.

[3] A narrow-gauge railroad.

[4] Including .120 mile of one track Lowell & Lawrence and Lowell & Andover R.R. connection in Lowell.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (Leased Roads in Roman.) (Branches in Italics.)	1. — Termini.		2. — Length of Line.		3. — Second Track.		4. — Side Track.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
Cape Ann Granite,	Lanesville,	Pigeon Cove,	1.436	1.436	–	–	.781	.781	2.217
Central Massachusetts. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
Chatham. (See *New York, New Haven & Hartford.*)	–	–	–	–	–	–	–	–	–
Chester & Becket. (See *Boston & Albany.*)	–	–	–	–	–	–	–	–	–
Connecticut River. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
Danvers. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
Fitchburg,	Boston,	Fitchburg,	50.000	50.000	51.660[1]	51.660[1]	92.350	92.350	194.010
	Greenfield,	Troy, N. Y., and Rot'dam J., N. Y.,	145.630	44.000	50.940	44.000	93.790	33.740	290.360
	Ashburnh'm Jct.,	Bellows Falls, Vt.,	53.620	10.810	–	–	21.540	4.120	75.160
Ashburnham,	So. Ashburnham,	Ashburnham,	2.590	2.590	–	–	.430	.430	3.020
Ice,	Charlestown,	Charlestown,	.680	.680	.680	.680	1.360	1.360	2.720
Marlborough,	South Acton,	Marlborough,	12.420	12.420	–	–	4.770	4.770	17.190
Milford,	Squannacook Jct,	Milford, N. H.,	21.460	10.420	–	–	4.520	2.320	25.980
Monadnock,	Winchendon,	Peterboro', N. H.,	15.800	5.400	–	–	2.470	.680	18.270
Peterborough & Shirley,	Ayer,	Greenville, N. H.,	23.620	10.790	–	–	5.130	2.560	28.750
Saratoga,	Saratoga, N. Y.,	Schuylerville, N. Y.,	25.520	–	–	–	5.500	–	31.020
Watertown,	W. Cambridge,	Waltham,	6.600	6.600	6.600	6.600	7.270	7.270	20.470
Worcester,	Worcester,	Winchendon,	36.000	36.000	–	–	16.090	16.090	52.090
Troy & Bennington,	Hoosick Jct., N. Y.,	White Creek, N. Y.,	5.040	–	–	–	1.020	–	6.060
Vermont & Massachusetts,	Fitchburg,	Greenfield,	56.000	56.000	56.000	56.000	37.070	37.070	149.070
Turner's Falls,	Turner's Falls Jct.,	Turner's Falls,	2.800	2.800	–	–	2.180	2.180	4.980

GRAFTON & UPTON, . . .	North Grafton, .	Milford, . .	16.500	16.500	–	–	3.000	3.000	19.500
HOLYOKE & WESTFIELD. (See *N. Y., N. H. & Hartford.*)	–	–	–	–	–	–	–	–	–
HOOSAC TUNNEL & WILMINGTON,[2]	Hoosac Tunnel,	Wilmington, Vt., .	25.000	8.220	–	–	3.000	.780	28.000
HORN POND BRANCH. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
LOWELL & ANDOVER. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
MILFORD, FRANKLIN & PROV. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–
MILFORD & WOONSOCKET. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–
NANTASKET BEACH. (See *New York, New Haven & Hartf'd.*)	–	–	–	–	–	–	–	–	–
NANTUCKET CENTRAL,[2] . .	Nantucket, .	Siasconset, . .	8.500	8.500	–	–	.200	.200	8.700
NASHUA, ACTON & BOSTON. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
NASHUA & LOWELL. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
NEWBURYPORT. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
NEW ENGLAND. (See *N. Y., N. H. & Hartford.*)	–	–	–	–	–	–	–	–	–
NEW HAVEN & NORTHAMPTON. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–
NEW LONDON NORTHERN (operated by *Central Vt. R. Co.*), ...	New London, Ct.,	Brattleboro, Vt., .	121.000	54.900	–	–	20.700	10.500	141.700

[1] Including 1.660 miles of third track.

[2] A narrow-gauge railroad.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (Leased Roads in Roman.) (Branches in Italics.)	1. — Termini.		2. — Length of Line.		3. — Second Track.		4. — Side Track.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
New York, New Haven & Hartford,	W'dlawn Jct., N.Y.,	Providence, R. I.,	173.770	–	284.410[1]	–	132.050	–	590.230
	New Haven, Ct.,	Springfield,	60.170	5.950	60.170	5.950	81.820	7.070	202.160
Buttonwoods,	Auburn, R. I.,	Buttonwoods, R. I.,	9.900	–	–	–	1.600	–	11.500
Henderson Street,	Auburn, R. I.,	Providence, R. I.,	3.580	–	1.660	–	.830	–	6.070
Housatonic,	Bridgeport, Ct.,	State Line, Mass.,	74.970	–	–	–	18.490	–	93.460
	Brookfield J., Ct.,	Danbury, Ct.,	5.360	–	–	–	1.160	–	6.520
	Botsford, Ct.,	Huntington, Ct.,	9.790	–	–	–	1.460	–	11.250
Litchfield,	Hawleyville, Ct.,	Litchfield, Ct.,	32.280	–	–	–	3.590	–	35.870
Loop,	Stonington, Ct.,	Stonington, Ct.,	.970	–	–	–	–	–	.970
Middletown,	Berlin, Ct.,	Middletown, Ct.,	9.700	–	–	–	5.430	–	15.130
New Britain,	Berlin, Ct.,	New Britain, Ct.,	3.180	–	3.180	–	9.590	–	15.950
New Canaan,	Stamford, Ct.,	New Canaan, Ct.,	7.660	–	–	–	.980	–	8.640
Pontiac,	Auburn, R. I.,	Pontiac, R. I.,	4.690	–	–	–	.390	–	5.080
Suffield,	Windsor Locks, Ct.,	Suffield, Ct.,	4.320	–	–	–	1.150	–	5.470
Valley,	Hartford, Ct.,	Fenwick, Ct.,	46.200	–	–	–	9.320	–	55.520
West River,	New Haven Ct.,	New Haven, Ct.,	1.660	–	–	–	–	–	1.660
Attleborough Branch,	Attleborough,	N. Attleborough,	4.000	4.000	–	–	1.480	1.480	5.480
Berkshire,	W. Stockbridge,	State Line, Ct.,	20.530	20.530	–	–	5.130	5.130	25.660
Boston & Albany,*	Worcester Jct.,	Worcester,	.150	.150	.150	.150	–	–	.300
Boston & Albany,*	Springfield Jct.,	Springfield,	590	.590	–	–	–	–	.590
Boston & Albany,*	Ashland Jct.,	Ashland,	.220	.220	–	–	–	–	.220
Boston & Maine,*	Lowell Jct.,	Lowell,	.570	.570	–	–	–	–	.570
Boston & New York Air Line,	New Haven, Ct.,	Willimantic, Ct.,	52.260		5.230	–	13.150	–	70.640
Colchester,	Turnerville, Ct.,	Colchester, Ct.,	3.590	–	–	–	.900	–	4.490
Boston & Providence,	Boston,	Providence, R. I.,	41.500[2]	38.310	64.650[3]	57.160[4]	[2]65.250	49.760	171.400
Connection with New England R.R.,	Readville,	Readville,	1.200	1.200	1.200	1.200	–	–	2.400

Dedham,	Readville,	Dedham,	2.470	2.470	2.470	2.470	2.870	2.870	7.810
India Point,	East Jct.,	India Point, R. I.,	8.050	3.490	–	–	9.480	.200	17.530
Stoughton,	Canton Jct.,	Stoughton,	4.050	4.050	4.050	4.050	2.900	2.900	11.000
West Roxbury,	Forest Hills Sta.,	Dedham,	5.370	5.370	5.370	5.370	3.530	3.530	14.270
Boston Terminal,*	Boston Station,	Fort Point Channel,	.420	.420	1.260[5]	1.260[5]	–	–	1.680
Chatham,	Chatham,	Harwich,	7.070	7.070	–	–	.770	.770	7.840
Danbury & Norwalk,	Danbury, Ct.,	Wilson's Pt., Ct.,	26.280	–	–	–	19.180	–	45.460
Hawleyville,	Bethel, Ct.,	Hawleyville, Ct.,	5.950	–	–	–	.640	–	6.590
Ridgefield,	Branchville, Ct.,	Ridgefield, Ct.,	3.970	–	–	–	.460	–	4.430
Fitchburg,*	Conway Jct.,	Shelburne Falls,	4.670	4.670	–	–	–	–	4.670
Harlem River & Port Chester,	Harlem Riv., N.Y.,	New Rochelle, N. Y.	11.500	–	14.000[6]	–	56.490	–	81.990
Holyoke and Westfield,	Westfield	Holyoke,	10.320	10.320	–	–	14.130	14.130	24.450
Mid., Meriden & Waterbury,	Westfield, Ct.,	Waterbury, Ct.,	26.000	–	–	–	6.300	–	32.300
	Westfield, Ct.,	Cromwell, Ct.,	3.500[7]	–	–	–	1.160	–	4.660
Milford, Franklin & Prov.,	Franklin,	Bellingham,	4.650	4.650	–	–	.380	.380	5.030
Milford & Woonsocket,	Ashland,	Bellingham,	15.130	15.130	–	–	3.550	3.550	18.680
Nantasket Beach,	Nantasket Jct.,	Pemberton,	6.950	6.950	6.880	6.880	4.500	4.500	18.330
Naugatuck,	Naugatuck Jct., Ct.,	Winsted, Ct.,	56.550	–	5.400	–	23.880	–	85.830
Watertown,	Waterbury, Ct.,	Watertown, Ct.,	4.440	–	–	–	.660	–	5.100
Newburg, Dutch. & Conn.,*	Hopewell Jct., N.Y.,	Wicopee Jct., N.Y.,	10.950	–	–	–	–	–	10.950
New England,	Boston,	Hopewell Jct., N. Y.,	213.560	50.630	115.360	50.630	140.860	55.310	469.780
	Wicopee Jct., N.Y.,	Fishkill-on-Hudson, N. Y.,	1.710	–	–	–	7.410	–	9.120
Dedham,	Dedham Jct.,	Dedham,	1.530	1.530	–	–	.950	.950	2.480
Islington,	Islington,	Dedham,	2.000	2.000	–	–	–	–	2.000
Melrose,	Melrose, Ct.,	Rockville, Ct.,	7.220	–	–	–	.310	–	7.530

* Trackage rights.

[1] Including 55.320 miles of third track and 55.320 miles of fourth track.

[2] Including only one-half the length of joint tracks between Providence station and Boston switch, so called, viz.: 5.000 miles of first or single track; 5.000 miles of second track; 4.300 miles of third track; 4.300 miles of fourth track; and 10.120 miles of sidings; these distances being the total length.

[3] Including 11.810 miles of third track and 11.340 miles of fourth track.

[4] Including 9.660 miles of third track and 9.190 miles of fourth track.

[5] Including .420 mile of third track and .420 mile of fourth track.

[6] Including 1.250 miles of third track and 1.250 miles of fourth track.

[7] No regular trains run over this track.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (Leased Roads in Roman.) (Branches in Italics.)	1. — Termini.		2. — Length of Line.		3. — Second Track.		4. — Side Track.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
NEW YORK, NEW HAVEN & HARTFORD — Con.									
New England — *Con.*									
Providence,	Providence, R.I.,	Willimantic, Ct.,	57.760	–	1.270	–	16.200	–	75.230
South Boston Freight,	South Boston,	South Boston,	1.040	1.040	1.040	1.040	–	–	2.080
Southbridge,	E. Thompson, Ct.,	Southbridge,	17.360	12.010	–	–	2.970	2.460	20.330
Springfield,	E. Hartford, Ct.,	Springfield,	28.310	8.140	–	–	7.140	4.450	35.450
Woonsocket,	Cook St., Newton,	Woonsocket, R. I.,	28.670	27.600	–	–	7.050	4.800	35.720
New Haven & Derby,	New Haven, Ct.,	Ansonia, Ct.,	12.900	–	–	–	7.180	–	20.080
Huntington,	Derby, Ct.,	Huntington, Ct.,	3.790	–	–	–	1.990	–	5.780
New Haven & Northampton,	New Haven, Ct.,	Conway Jct.,	94.640	43.380	–	–	43.250	22.230	137.890
New Hartford,	Farmington, Ct.,	N. Hartford, Ct.,	14.090	–	–	–	3.150	–	17.240
Turner's Falls,	S. Deerfield,	Turner's Falls,	10.070	10.070	–	–	2.650	2.650	12.720
Williamsburg,	Northampton,	Williamsburg,	7.510	7.510	–	–	2.190	2.190	9.700
New York & Harlem,*	Grand Central Depot, N. Y.,	Woodlawn, N. Y.,	12.030	–	36.090[1]	–	–	–	48.120
Norwich & Worcester,	Worcester,	Groton Jct, Ct.,	70.970	17.830	–	–	32.940	10.110	103.910
Connection with New London Northern R.R.,	Norwich, Ct.,	Norwich, Ct.,	.630	–	–	–	.270	–	.900
Old Colony,	Boston,	Newport, R. I.,	67.600	51.410	49.390[2]	49.390[2]	192.570	186.680	723.630
	May Flower P'k.,	Somerset Jct.,	36.310	36.310	26.750[3]	26.750[3]			
	Middleborough,	Provincetown,	85.660	85.660	19.720	19.720			
	Raynham,	Whittenton Jct.,	3.380	3.380	3.380	3.380			
	Braintree,	Kingston,	32.340	32.340	8.410	8.410			
	So. Braintree,	Plymouth,	26.040	26.040	–	–			
	Framingham,	Lowell,	26.120	26.120	4.360	4.360			
	New Bedford,	Fitchburg,	91.250	91.250	50.350[4]	50.350[4]			

Attleborough,	Attleboro' Br. Jct.,	Attleborough,	8.600	8.600	–	–	2.640	2.640	11.240
Bridgewater,	Whitman,	Bridgewater,	6.120	6.120	–	–	1.780	1.780	7.900
Brockton,	Elmwood,	Westdale,	.750	.750	–	–	–	–	.750
Connection with New England R.R.,	Boston,	Boston,	.230	.230	.230	.230	–	–	.460
Connection with Prov. & Worc. R.R.,	Attleborough,	Attleborough,	.220	.220	–	–	–	–	.220
Dorchester & Milton,	Neponset,	Mattapan,	3.300	3.300	–	–	1.330	1.330	4.630
Easton,	Matfield,	Easton,	7.560	7.560	–	–	.920	.920	8.480
Extension to Plymouth & Mid. R.R.,	Middleborough,	Middleborough,	.420	.420	–	–	–	–	.420
Fairhaven,	Fairhaven,	Tremont Station,	15.170	15.170	–	–	1.200	1.200	16.370
Fall River,	Fall River,	New Bedford,	12.250	12.250	–	–	2.690	2.690	14.940
Framingham Prison,	S. Framingham,	Reformatory,	.620	.620	–	–	.540	.540	1.160
Granite,	Atlantic,	Braintree,	5.410	5.410	–	–	3.450	3.450	8.860
Hanover,	N. Abington,	Hanover,	7.800	7.800	–	–	3.700	3.700	11.500
Hyannis,	Yarmouth,	Hyannis,	5.050	5.050	–	–	2.270	2.270	7.320
Lancaster,	Lancaster Br. Jct.,	Lancaster Mills,	1.630	1.630	–	–	.380	.380	2.010
Marlborough,	Marlboro' Jct.,	Marlborough,	1.470	1.470	–	–	1.470	1.470	2.940
Middleborough & Taunton,	Middleborough,	Taunton Jct.,	8.040	8.040	–	–	1.540	1.540	9.580
Shawmut,	Harrison Sq.,	Shawmut Jct.,	2.390	2.390	–	–	.970	.970	3.360
Sterling,	Pratt's Jct.,	Sterling Jct.,	5.030	5.030	–	–	1.350	1.350	6.380
Stoughton,	Stoughton Jct.,	Stoughton,	1.650	1.650	1.650	1.650	.580	.580	3.880
Walpole & Dedham,	Walpole Jct.,	Norwood Jct.,	5.760	5.760	–	–	2.380	2.380	8.140
Warren,	Fall River,	Warren, R. I.,	7.950	5.820	–	–	.860	.380	8.810
Whittenton Y,	Taunton,	Taunton,	.980	.980	–	–	–	–	.980
Wrentham,	Walpole Jct.,	N. Attleborough,	12.850	12.850	–	–	3.270	3.270	16.120
Wood's Hole,	Buzzard's Bay,	Wood's Hole,	17.540	17.540	–	–	2.300	2.300	19.840
Pawtuxet Valley,	Pontiac, R. I.,	Hope, R. I.,	5.670	–	–	–	1.410	–	7.080
Plymouth & Middleborough,	Plymouth,	Middleborough,	15.030	15.030	–	–	1.020	1.020	16.050

* Trackage rights.

[1] Including 12.030 miles of third track and 12.030 miles of fourth track.

[2] Including 1.530 miles of third track and 1.030 miles of fourth track.

[3] Including 2.680 miles of third track and 2.630 miles of fourth track.

[4] Including .910 mile of third track.

Description of Railroads Owned and Operated — Concluded.

RAILROADS AND BRANCHES. (Leased Roads in Roman.) (Branches in Italics.)	1. — Termini.		2. — Length of Line.		3. — Second Track.		4. — Side Track.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
New York, New Haven & Hartford — Con.									
Providence & Springfield,	Providence, R.I.,	Pascoag, R. I.,	20.890	–	–	–	3.830	–	24.720
	Pascoag, R. I.,	Douglas Jct.,	6.840[1]	1.630	–	–	1.300	.700	8.140
Prov., Warren & Bristol,	India Point, R.I.,	Bristol, R. I.,	13.600	–	7.770	–	7.540	–	29.660
India Point,	India Point, R.I.,	India Point, R. I.,	.750	–	–	–			
Providence & Worcester,	Providence, R I.,	Worcester,	40.900[2]	25.500	44.180[3]	24.480	54.560[2]	15.700	139.640
East Providence,	Valley Falls, R. I.,	E. Providence, R.I.,	7.000	.500	6.600	.500	7.500	–	21.100
R. I. & Mass. in Mass.,	Franklin,	State Line, R. I.,	6.520	6.520	–	–	.860	.860	7.380
R. I. & Mass. in R. I.,	State Line, R. I.,	Valley Falls, R. I.,	7.070	–	–	–	.700	–	7.770
Rockville,	Vernon, Ct.,	Rockville, Ct.,	4.430	–	–	–	1.100	–	5.530
Stockbridge & Pittsfield,	Vandeusenville,	Pittsfield,	22.020	22.020	–	–	11.440	11.440	33.460
West Stockbridge,	W. Stockbridge,	State Line, N.Y.,	2.640	2.640	–	–	.890	.890	3.530
Woonsocket & Pascoag,	Woonsocket, R. I.,	Harrisville, R.I.,	9.450	–	–	–	1.040	–	10.490
North Brookfield. (See *Boston & Albany.*)	–	–	–	–	–	–	–	–	–
Norwich & Worcester. (See *N. Y., N. H. & Hartford.*)	–	–	–	–	–	–	–	–	–
Old Colony. (See *New York, New Haven & Hartford.*)	–	–	–	–	–	–	–	–	–
Pittsfield & North Adams. (See *Boston & Albany.*)	–	–	–	–	–	–	–	–	–
Plymouth & Middleborough. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–
Providence & Springfield. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–

PROVIDENCE, WEBSTER & SPRINGFIELD. (See *Boston & Albany.*)	–	–	–	–	–	–	–	–	–	–
PROVIDENCE & WORCESTER. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–	–
RHODE ISLAND & MASSACHUSETTS. (See *New York, New Haven & Hartford.*)	–	–	–	–	–	–	–	–	–	–
STOCKBRIDGE & PITTSFIELD. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–	–
STONY BROOK. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–	–
UNION FREIGHT, . . .	Boston, . .	Boston, . .	2.431	2.431	.937	.937	1.280	1.280	4.648	
VERMONT & MASSACHUSETTS. (See *Fitchburg.*)	–	–	–	–	–	–	–	–	–	–
WARE RIVER. (See *Boston & Albany.*)	–	–	–	–	–	–	–	–	–	–
WEST STOCKBRIDGE. (See *N. Y., N. H. & Hartford.*)	–	–	–	–	–	–	–	–	–	–
WORCESTER, NASHUA & ROCHESTER. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–	–
TOTALS, ...	. . . .	. . . .	4,803.240	2,119.340	1,578.987	928.037	2,552.657	1,326 957	8,934.884	

[1] No regular trains run over this track.

[2] Including only one-half the length of joint tracks between Providence station and Boston switch, so called, viz.: 5.000 miles of first or single track; 5.000 miles of second track; 4.300 miles of third track; 4.300 miles of fourth track; and 10.120 miles of sidings; these distances being the total length.

[3] Including 2.150 miles of third track and 2.150 miles of fourth track.

NOTE. — The 1,578.987 miles of second track owned and operated, as given in the above totals, include 111.030 miles of third track and 102.980 miles of fourth track. The 928.037 miles of second track *in Massachusetts* include 36.780 miles of third track and 30.080 miles of fourth track.

OPERATING RAILROADS.	6.—BOSTON & ALBANY.	7.—BOSTON & MAINE.	8.—BOSTON, REVERE BEACH & LYNN.*	9.—CAPE ANN GRANITE.
ASSETS.				
Construction,	$26,299,992 87	$32,913,270 40	$1,444,927 38	$20,951 92
Equipment,	3,572,400 00	4,578,149 91	220,907 43	10,500 00
Lands,	1,719,527 64	1,222,372 64	85,627 00	–
Stocks and bonds of other companies,	475,485 00	6,122,833 02	–	–
Other permanent property,	–	125,716 75	73,000 00	–
Total permanent investments,	32,067,405 51	44,962,342 72	1,824,461 81	31,451 92
Cash and current assets,	5,151,322 63	6,915,127 18	62,143 18	4,392 86
Miscellaneous assets,	197,114 91	1,949,941 05	11,452 98	–
GROSS ASSETS,	37,415,843 05	53,827,410 95	1,898,057 97	35,844 78
LIABILITIES.				
Capital stock, common,	$25,000,000 00	$19,219,775 00	$850,000 00	$20,000 00
preferred,	–	3,149,800 00	–	–
Total capital stock,	25,000,000 00	22,369,575 00	850,000 00	20,000 00
Funded debt,	7,485,000 00	21,305,333 61	850,000 00	–
Real estate mortgages,	–	594,800 00	–	–
Current liabilities,	1,623,942 63	3,906,379 77	111,067 36	15,210 02
Accrued liabilities,	85,995 00	2,082,818 90[1]	8,500 00	–
Total indebtedness,	9,194,937 63	27,889,332 28	969,567 36	15,210 02
Sinking and other special funds,	2,913,518 82	1,809,513 94	20,700 00	–
GROSS LIABILITIES,	37,108,456 45	52,068,421 22	1,840,267 36	35,210 02
INCOME.				
Revenue from passengers,	$3,687,407 48	$8,522,202 24	$270,717 91	–
from mails,	320,349 07	346,748 03	–	–
from express,	268,612 19	619,173 03	–	–

from extra baggage and storage,	56,749 80	116,145 25	–	–
from other passenger service,	83,471 61	–	–	–
Total passenger revenue,	4,416,590 15	9,604,268 55	270,717 91	–
Revenue from freight,	4,392,595 05	10,286,338 96	–	$11,359 80
from other freight service,	312,828 03	51,076 50	–	–
Total freight revenue,	4,705,423 08	10,337,415 46	–	11,359 80
Total passenger and freight revenue,	9,122,013 23	19,941,684 01	270,717 91	11,359 80
Other earnings from operation,	203,022 54	85,564 10	–	–
Gross earnings from operation,	9,325,035 77	20,027,248 11	270,717 91	11,359 80
Income from other sources,	–	518,483 28	18,097 27	–
GROSS INCOME,	9,325,035 77	20,545,731 39	288,815 18	11,359 80
EXPENDITURES.				
Operating expenses,	$5,929,930 63	$13,712,613 71	$223,500 70	$9,019 42
Interest on funded and other debts,	337,980 00	1,091,635 09	41,183 45	1,872 24
Taxes,	747,731 16	1,105,648 97	7,131 03	313 80
Rentals paid,	78,000 00	3,288,589 08	–	–
Other charges upon income,	–	67,829 52	–	–
Dividends paid,	2,000,000 00	1,234,002 00	17,000 00	–
GROSS EXPENDITURES,	9,093,641 79	20,500,318 37	288,815 18	11,205 46
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation,	$3,395,105 14	$6,314,634 40	$47,217 21	$2,340 38
Income from other sources,	–	518,483 28	18,097 27	–
Total income above operating expenses,	3,395,105 14	6,833,117 68	65,314 48	2,340 38
Interest, taxes, rentals, and other charges,	1,163,711 16	5,553,702 66	48,314 48	2,186 04
Net divisible income,	2,231,393 98	1,279,415 02	17,000 00	154 34
Amount of dividends declared,	2,000,000 00	1,234,002 00	17,000 00	–
Percentage of dividends declared,	8.0	6.0	2.0	–
SURPLUS FOR THE YEAR,	231,393 98	45,413 02	–	154 34

* A narrow-gauge railroad.

[1] Including amounts which will be due leased roads on termination of leases, $1,177,676.86.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	6. — BOSTON & ALBANY — Con.	7. — BOSTON & MAINE — Con.	8. — BOSTON, REVERE BEACH & LYNN — Con.	9. — CAPE ANN GRANITE — Con.
SURPLUS.				
Surplus June 30, 1898,	$275,992 62	$1,713,576 71	$57,790 61	$480 42
for the year,	231,393 98	45,413 02	–	154 34
Additions during the year,	–	–	–	–
Deductions during the year,	200,000 00	–	–	–
TOTAL SURPLUS JUNE 30, 1899,	307,386 60	1,758,989 73	57,790 61	634 76
VOLUME OF TRAFFIC, ETC.				
Passengers carried,	10,087,380	31,607,156	3,772,431	–
average length of journey,	20.961 miles.	15.730 miles.	5.220 miles.	–
Total passenger mileage,	211,441,448	497,027,126	19,696,655	–
Average fare per mile on local tickets,	1.775 cents.	1.700 cents.	2.000 cents.	–
on commutation tickets,	1.085 "	–[2]	1.000 "	–
on mileage tickets,	2.000 "	–[3]	–	–
on season tickets,	.590 "	.661 cents.	–	–
on joint tickets,	1.975 "	1.819 "	–	–
Passengers carried to Boston,	3,053,986	9,569,505	1,559,857	–
from Boston,	3,106,973	9,683,038	1,566,828	–
Tons of freight hauled,	4,847,148	10,644,376	–	75,732
average length of haul,	116.486 miles.	67.590 miles.	–	1.436 miles.
Total freight mileage,	564,622,874	719,460,569	–	108,751
Average rate per ton mile, local way-bill.	1.294 cents.	2.141 cents.	–	–
joint way-bill,	.542 "	.980 "	–	–

Miles run by passenger trains,	3,095,743	8,305,079	332,694	–
by freight trains,	2,842,560	5,454,819	–	4,532
by mixed trains,	–	–	–	–
Total mileage of trains earning revenue,	5,938,303	13,759,898	332,694	4,532
Miles run by switching trains,	1,251,007	3,067,410	–	–
by construction and other trains,	187,452	386,518	2,391	–
Total train mileage,	7,376,762	17,213,826	335,085	4,532
EQUIPMENT.				
Number of locomotives,	247	671	9	1
of passenger and combination cars,	287	981[4]	51	–
of dining, parlor and sleeping cars,	14[1]	8	–	–
of baggage, express and mail cars,	60	211[4]	–	–
of freight cars (basis 8 wheels),	5,320	10,792	–	15
of officers' and pay cars,	5	5	–	–
of gravel and other cars,	482	473	18	–
MISCELLANEOUS.				
Whole number of stockholders,	8,662	6,308[5]	303	9
number in Massachusetts,	7,352	4,168[6]	274	9
Amount of stock held in Massachusetts,	$21,408,900 00	$13,547,200 00[7]	$654,100 00	$20,000 00
Total miles of road operated,	393.950	1,715.590	13.200	1.436
operated in Massachusetts,	337.320	546.800	13.200	1.436
Highway grade crossings* in Massachusetts,	233	608	11	2
Railroad grade crossings* in Massachusetts,	17	21	–	–
Average number of employees,	5,262	15,266	215	4

[1] Not including 19.36 per cent of 4 buffet cars in "Boston & Chicago Line."

[2] Within suburban limit, 1 to 2 cents; outside suburban limit, 2 to 2¼ cents.

[3] 500 miles, 2¼ cents; 1,000 miles, 2 cents.

[4] Including 10 passenger and 4 baggage cars, of which 30.50 per cent are owned by the Boston & Lowell, 37.83 per cent by the Concord & Montreal, and 31.67 per cent by the Canadian Pacific.

[5] Common, 5,643; preferred, 665.

[6] Common, 3,645; preferred, 523.

[7] Common, $11,156,100; preferred, $2,391,100.

* Including those on leased lines.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	10. — CENTRAL VERMONT.*	11. — FITCHBURG.	12. — GRAFTON & UPTON.	13. — HOOSAC TUNNEL & WILMINGTON.†
ASSETS.				
Construction,	–	$39,708,426 48	$456,917 68	$425,598 44
Equipment,	–	4,129,786 00	61,082 32	61,750 42
Lands,	–	–	–	–
Stocks and bonds of other companies,	–	–	–	–
Other permanent property,	–	1,756,737 38	–	–
Total permanent investments,	–	45,594,949 86	518,000 00	487,348 86
Cash and current assets,	–	2,295,903 75	10,435 58	23,748 55
Miscellaneous assets,	–	1,375,628 61	–	845 25
GROSS ASSETS,	–	49,266,482 22	528,435 58	511,942 66
LIABILITIES.				
Capital stock, common,	–	$7,000,000 00	$250,000 00	$250,000 00
preferred,	–	17,360,000 00	–	–
Total capital stock,	–	24,360,000 00	250,000 00	250,000 00
Funded debt,	–	22,183,000 00	268,000 00	196,000 00
Real estate mortgages,	–	–	–	–
Current liabilities,	–	1,744,688 96	–	54,648 97
Accrued liabilities,	–	499,150 34	–	3,266 67
Total indebtedness,	–	24,426,839 30	268,000 00	253,915 64
Sinking and other special funds,	–	122,293 71	–	–
GROSS LIABILITIES,	–	48,909,133 01	518,000 00	503,915 64
INCOME.				
Revenue from passengers,	$211,444 94	$2,082,418 65	$19,822 98	$8,173 27
from mails,	27,384 66	78,421 50	929 23	1,109 60
from express,		166,789 86	3,369 41	1,297 99

from extra baggage and storage,	3,234 21	40,156 66	–	–
from other passenger service,	–		59 55	–
Total passenger revenue,	242,063 81	2,367,786 67	24,181 17	10,580 86
Revenue from freight,	537,564 59	4,859,533 40	23,761 64	46,024 11
from other freight service,	–	341,008 66	–	–
Total freight revenue,	537,564 59	5,200,542 06	23,761 64	46,024 11
Total passenger and freight revenue,	779,628 40	7,568,328 73	47,942 81	56,604 97
Other earnings from operation,	49,841 83	78,751 43	–	10 69
Gross earnings from operation,	829,470 23	7,647,080 16	47,942 81	56,615 66
Income from other sources,	–	–	346 61	399 41
Gross Income,	829,470 23	7,647,080 16	48,289 42	57,015 07
Expenditures.				
Operating expenses,	$603,165 46	$5,312,555 42	$31,611 81	$39,159 56
Interest on funded and other debts,	-	972,412 37	10,900 00	11,105 32
Taxes,	35,059 13	315,335 31	441 85	508 40
Rentals paid,	167,833 34	259,980 00	–	–
Other charges upon income,	–	–	–	–
Dividends paid,	–	674,532 00	–	5,000 00
Gross Expenditures,	806,057 93	7,534,815 10	42,953 66	55,773 28
Condensed Exhibit for the Year.				
Net income from operation,	$226,304 77	$2,334,524 74	$16,331 00	$17,456 10
Income from other sources,	–	–	346 61	399 41
Total income above operating expenses,	226,304 77	2,334,524 74	16,677 61	17,855 51
Interest, taxes, rentals, and other charges,	202,892 47	1,547,727 68	11,341 85	11,613 72
Net divisible income,	23,412 30	786,797 06	5,335 76	6,241 79
Amount of dividends declared,	–	674,532 00	–	5,000 00
Percentage of dividends declared,	–	4.0[1]	–	2.0
Surplus for the Year,	23,412 30	112,265 06	5,335 76	1,241 79

* Operating the New London Northern under lease.

† A narrow-gauge railroad.

[1] On preferred stock.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	10.—CENTRAL VERMONT—Con.	11.—FITCHBURG—Con.	12.—GRAFTON & UPTON—Con.	13.—HOOSAC TUNNEL & WILMINGTON—Con.
SURPLUS.				
Surplus June 30, 1898,	–	$357,349 21	$5,099 82	$9,415 23
for the year,	–	112,265 06	5,335 76	1,241 79
Additions during the year,	–	–	–	–
Deductions during the year,	–	112,265 06	–	2,630 00
TOTAL SURPLUS JUNE 30, 1899,	–	357,349 21	10,435 58	8,027 02
VOLUME OF TRAFFIC, ETC.				
Passengers carried,	613,286	6,818,630	83,444	17,724
average length of journey,	16.400 miles.	16.960 miles.	6.500 miles.	13.560 miles.
Total passenger mileage,	9,972,908	115,677,303	542,386	240,354
Average fare per mile on local tickets,	2.990 cents.	1.850 cents.	3.000 cents.	4.000 cents.
on commutation tickets,	1.180 "	1.250 "	2.000 "	–
on mileage tickets,	2.000 "	2.000 "	–	3.000 cents.
on season tickets,	.750 "	.640 "	1.500 cents.	–
on joint tickets,	2.170 "	2.000 "	–	2.200 cents.
Passengers carried to Boston,	–	1,893,961	–	–
from Boston,	–	1,961,880	–	–
Tons of freight hauled,	749,403	5,211,203	49,427	38,614
average length of haul,	51.600 miles.	120.900 miles.	6.000 miles.	17.460 miles.
Total freight mileage,	38,691,308	630,050,444	296,562	674,310
Average rate per ton mile, local way-bill,	–	2.410 cents.	3.640 cents.	6.825 cents.
joint way-bill,	–	.640 "	2.910 cents.	–

Miles run by passenger trains,	275,519	2,476,360	20,592	14,278
by freight trains,	269,064	2,942,604	22,090	7,196
by mixed trains,	–	–	3,230	8,078
Total mileage of trains earning revenue,	544,583	5,418,964	45,912	29,552
Miles run by switching trains,	186,442	764,182	1,422	–
by construction and other trains,	5,704	162,884	–	–
Total train mileage,	736,729	6,346,030	47,334	29,552
EQUIPMENT.				
Number of locomotives,	23	208	3	6
of passenger and combination cars,	24	202	4	8
of dining, parlor and sleeping cars,	–	–	–	–
of baggage, express and mail cars,	3	51	2	–
of freight cars (basis 8 wheels),	327	4,869	1	118
of officers' and pay cars,	–	2	–	–
of gravel and other cars,	62	282	–	37
MISCELLANEOUS.				
Whole number of stockholders,	–	6,056[1]	32	43
number in Massachusetts,	–	4,920[2]	31	19
Amount of stock held in Massachusetts,	–	$21,146,100 00[3]	$113,500 00	$242,800 00
Total miles of road operated,	100.000	457.780	16.500	25.000
operated in Massachusetts,	44.000	248.510	16.500	8.220
Highway grade crossings* in Massachusetts,	53	227	30	–
Railroad grade crossings* in Massachusetts,	3	8	–	–
Average number of employees,	543	4,664	24	40

* Including those on leased lines.

[1] Common, 71; preferred, 5,985.

[2] Common, 42; preferred, 4,878.

[3] Common, $6,792,800; preferred, $14,353,300.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	14. — NANTUCKET CENTRAL.*	15. — NEW YORK, NEW HAVEN & HARTFORD.	16. — UNION FREIGHT.
ASSETS.			
Construction,	$35,000 00	$53,810,296 00	$401,069 67
Equipment,		5,261,793 72	14,000 00
Lands,	–	–	–
Stocks and bonds of other companies,	–	24,821,341 61	–
Other permanent property,	–	–	13,000 00
Total permanent investments,	35,000 00	83,893,431 33	428,069 67
Cash and current assets,	–	5,893,044 99	5,227 46
Miscellaneous assets,		10,453,945 47	4,567 56
GROSS ASSETS,	35,000 00	100,240,421 79	437,864 69
LIABILITIES.			
Capital stock, common,	$18,000 00	$54,641,400 00	$300,000 00
preferred,	–	–	–
Total capital stock,	18,000 00	54,641,400 00	300,000 00
Funded debt,	17,000 00	25,836,200 00	–
Real estate mortgages,	–	–	88,500 00
Current liabilities,	1,740 00	6,957,940 08	947 45
Accrued liabilities,	–	513,491 21	–
Total indebtedness,	18,740 00	33,307,631 29	89,447 45
Sinking and other special funds,	–	–	–
GROSS LIABILITIES,	36,740 00	87,949,031 29	389,447 45
INCOME.			
Revenue from passengers,	$2,919 51	$15,505,050 32	–
from mails,	84 95	624,241 52	–
from express,	–	1,206,637 50	–

from extra baggage and storage,	–	192,803 75	–
from other passenger service,	1,211 44	856,097 46	–
Total passenger revenue,	4,215 90	18,384,830 55	–
Revenue from freight,	–	17,739,008 10	$66,189 66
from other freight service,	–	642,840 46	–
Total freight revenue,	–	18,381,848 56	66,189 66
Total passenger and freight revenue,	4,215 90	36,766,679 11	66,189 66
Other earnings from operation,	–	377,237 96	268 34
Gross earnings from operation,	4,215 90	37,143,917 07	66,458 00
Income from other sources,	–	623,423 45	780 00
GROSS INCOME,	4,215 90	37,767,340 52	67,238 00
EXPENDITURES.			
Operating expenses,	$4,191 14	$25,581,256 29	$43,346 79
Interest on funded and other debts,	1,020 00	1,111,071 61	3,269 55
Taxes,	24 76	2,171,167 14	2,505 81
Rentals paid,	–	4,537,874 80	–
Other charges upon income,	–	–	–
Dividends paid,	–	4,158,688 00	18,000 00
GROSS EXPENDITURES,	5,235 90	37,560,057 84	67,122 15
CONDENSED EXHIBIT FOR THE YEAR.			
Net income from operation,	$24 76	$11,562,660 78	$23,111 21
Income from other sources,	–	623,423 45	780 00
Total income above operating expenses,	24 76	12,186,084 23	23,891 21
Interest, taxes, rentals, and other charges,	1,044 76	7,820,113 55	5,775 36
Net divisible income,	1,020 00*d*	4,365,970 68	18,115 85
Amount of dividends declared,	–	4,158,688 00	18,000 00
Percentage of dividends declared,	–	8.0	6.0
SURPLUS FOR THE YEAR,	1,020 00*d*	207,282 68	115 85

* A narrow-gauge railroad.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	14.—NANTUCKET CENTRAL—Con.	15.—NEW YORK, NEW HAVEN & HARTFORD —Con.	16.—UNION FREIGHT —Con.
SURPLUS.			
Surplus June 30, 1898,	$720 00*d*	$11,120,360 09	$48,301 39
for the year,	1,020 00*d*	207,282 68	115 85
Additions during the year,	–	1,009,948 84	–
Deductions during the year,	–	46,201 11	–
TOTAL SURPLUS JUNE 30, 1899,	1,740 00*d*	12,291,390 50	48,417 24
VOLUME OF TRAFFIC, ETC.			
Passengers carried,	8,518	49,035,411	–
average length of journey,	7.400 miles.	17.570 miles.	–
Total passenger mileage,	66,733	861,416,692	–
Average fare per mile on local tickets,	4.400 cents.	2.018 cents.	–
on commutation tickets,	–	–	–
on mileage tickets,	–	2.000 cents.	–
on season tickets,	–	.607 "	–
on joint tickets,	–	2.098 "	–
Passengers carried to Boston,	–	8,362,724	–
from Boston,	–	8,415,879	–
Tons of freight hauled,	–	14,375,823	236,358
average length of haul,	–	87.470 miles.	1.375 miles.
Total freight mileage,	–	1,257,413,624	324,992
Average rate per ton mile, local way-bill,	–	2.424 cents.	20.366 cents.
joint way-bill,	–	1.002 "	–

Miles run by passenger trains,	6,000	13,222,845	–
by freight trains,	–	6,129,106	19,553
by mixed trains,	–	169,093	–
Total mileage of trains earning revenue,	6,000	19,521,044	19,553
Miles run by switching trains,	–	4,433,726	–
by construction and other trains,	–	438,376	–
Total train mileage,	6,000	24,393,146	19,553
EQUIPMENT.			
Number of locomotives,	2	917	4
of passenger and combination cars,	3	1,445	–
of dining, parlor and sleeping cars,	–	114	–
of baggage, express and mail cars,	1	257	–
of freight cars (basis 8 wheels),	3	12,490	–
of officers' and pay cars,	–	14	–
of gravel and other cars,	1	556	–
MISCELLANEOUS.			
Whole number of stockholders,	5	9,152	3
number in Massachusetts,	5	3,924	3
Amount of stock held in Massachusetts,	$18,000 00	$18,244,400 00	$300,000 00
Total miles of road operated,	8.500	2,047.190	2.431
operated in Massachusetts,	8.500	880.860	2.431
Highway grade crossings* in Massachusetts,	4	884	–
Railroad grade crossings* in Massachusetts,	–	15	–
Average number of employees,	14	25,808	41

* Including those on leased lines.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	17.—ATTLEBOROUGH BRANCH. 1	18.—BERKSHIRE. 1	19.—BOSTON & LOWELL. 2	20.—BOSTON & PROVIDENCE. 1	21.—CENTRAL MASSACHUSETTS. 2
ASSETS.					
Construction,	$131,416 48	$600,000 00	$11,754,325 56	$5,046,088 30	$9,521,592 33
Equipment,	–	–	833,583 94	871,234 35	–
Other permanent property,	–	3,970 00	3,279,055 50	419,703 36	–
Cash and current assets,	690 66	11,413 08	770,564 93	161,878 21	3,127 03
GROSS ASSETS,	132,107 14	615,383 08	16,637,529 93	6,498,904 22	9,524,719 36
LIABILITIES.					
Capital stock,	$131,700 00	$600,000 00	$6,529,400 00	$4,000,000 00	$7,421,592 33[3]
Funded debt,	–	–	8,310,000 00	2,170,000 00	2,100,000 00
Current and accrued liabilities,	–	918 00	362,066 02	248,140 00	–
Sinking and other special funds,	–	–	–	–	1,610 67
GROSS LIABILITIES,	131,700 00	600,918 00	15,201,466 02	6,418,140 00	9,523,203 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	$9,219 00	$36,646 00	$871,425 50	$490,200 00	$168,870 26
Total expenses,	–	450 15	7,000 00	3,863 41	1,500 00
Interest on funded and other debts,	–	–	342,073 50	86,800 00	117,592 00
Net divisible income,	9,219 00	36,195 85	522,352 00	399,536 59	49,778 26
Amount of dividends declared,	9,219 00	36,000 00	522,352 00	400,000 00	59,163 00
Percentage of dividends declared,	7.0	6.0	8.0	10.0	1.5[6]
Surplus for the year,	–	195 85	–	463 41*d*	9,384 74*d*
Total surplus, June 30, 1899,	407 14	14,465 08	1,436,063 91[4]	80,764 22[5]	1,516 36

* Leased to and operated by [1] New York, New Haven & Hartford, [2] Boston & Maine.

[3] Common, $3,471,100; preferred, $3,950,492.33.

[4] Crediting $12,900 sinking fund for redemption of Salem & Lowell and Lowell & Lawrence R.R. bonds.

[5] Crediting $2,231.36 for settlement of accounts.

[6] On preferred stock.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	22. — CHATHAM. 1	23. — CHESTER & BECKET. 2	24. — CONNECTICUT RIVER. 3	25. — DANVERS.†	26. — HOLYOKE & WESTFIELD. 1
ASSETS.					
Construction,	$98,435 58	$136,893 98	$3,303,313 37	$239,678 15	$462,268 89
Equipment,	–	–	455,977 66	–	–
Other permanent property,	1,055 55	–	642,176 50	–	–
Cash and current assets,	2,992 16	586 37	508,534 98	–	21,859 63
GROSS ASSETS,	102,483 29	137,480 35	4,910,002 51	239,678 15	484,128 52
LIABILITIES.					
Capital stock,	$68,200 00	$50,000 00	$2,580,000 00	$67,500 00	$260,000 00
Funded debt,	24,800 00	50,000 00	2,290,000 00	125,000 00	200,000 00
Current and accrued liabilities,	248 00	43,559 93	332,085 68	25,000 00	–
Sinking and other special funds,	–	–	606 12	–	–
GROSS LIABILITIES,	93,248 00	143,559 93	5,202,691 80	217,500 00	460,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	$3,160 46	$459 40	$351,600 00	–	$34,673 32
Total expenses,	1,094 35	26 00	2,000 00	–	548 13
Interest on funded and other debts,	1,488 00	4,360 00	91,600 00	–	8,000 00
Taxes,	166 94	–	–	–	2,721 27
Net divisible income,	411 17	3,926 60*d*	258,000 00	–	23,403 92
Amount of dividends declared,	–	–	258,000 00	–	15,600 00
Percentage of dividends declared,	–	–	10.0	–	6.0
Surplus for the year,	411 17	3,926 60*d*	–	–	7,803 92
Total surplus, June 30, 1899,	9,235 29	6,079 58*d*	292,689 29*d*	$22,178 15	24,128 52[4]

* Leased to and operated by [1] New York, New Haven & Hartford, [2] Boston & Albany, [3] Boston & Maine. *d* Deficit.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

[4] Crediting $900 for error in charging interest in 1898.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	27.—HORN POND BRANCH. 1	28.—LOWELL & ANDOVER. 1	29.—MILFORD, FRANKLIN & PROVIDENCE. 2	30.—MILFORD & WOONSOCKET. 2	31.—NANTASKET BEACH (TRUSTEE). 2
ASSETS.					
Construction,	$15,238 46	$767,050 24	$101,308 23	$173,381 13	$250,000 00
Cash and current assets,	–	2,509 89	743 48	373 02	–
GROSS ASSETS,	15,238 46	769,560 13	102,051 71	173,754 15	250,000 00
LIABILITIES.					
Capital stock,	$2,000 00	$625,000 00	$100,000 00	$148,600 00	$250,000 00
Funded debt,	–	–	10,000 00	60,000 00	–
GROSS LIABILITIES,	2,000 00	625,000 00	110,000 00	208,600 00	250,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	–[3]	$52,663 00	$1,800 00	$4,200 00	$6,250 00
Total expenses,	–	156 94[4]	127 00	229 46	–
Interest on funded and other debts,	–	–	600 00	3,000 00	6,250 00
Net divisible income,	–	52,506 06	1,073 00	970 54	–
Amount of dividends declared,	–	56,250 00	1,000 00	1,486 00	–
Percentage of dividends declared,	–	9.0	1.0	1.0	–
Surplus for the year,	–	3,743 94*d*	73 00	515 46*d*	–
Total surplus, June 30, 1899,	$13,238 46	144,560 13	7,948 29*d*	34,845 85*d*	–

* Leased to and operated by [1] Boston & Maine, [2] New York, New Haven & Hartford.

[3] Used only for the transportation of ice; no income reported.

[4] Including $15.94 for taxes.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	32. — NASHUA, ACTON & BOSTON. 1	33. — NASHUA & LOWELL. 1	34. — NEWBURYPORT.†	35. — NEW ENGLAND. 2	36. — NEW HAVEN & NORTHAMPTON. 2
ASSETS.					
Construction,	$1,057,031 20	$684,242 07	$597,386 32	$37,816,241 08[3]	$5,731,586 62
Equipment,	–	218,242 95	–	2,416,608 87	850,430 62
Other permanent property,	–	–	–	–	21,000 00
Cash and current assets,	6,257 41	159,102 06	–	970,379 48	302,189 04
GROSS ASSETS,	1,063,288 61	1,061,587 08	597,386 32	41,203,229 43	6,905,206 28
LIABILITIES.					
Capital stock,	$500,000 00	$800,000 00	$220,340 02	$25,000,000 00[4]	$2,460,000 00
Funded debt,	500,000 00	100,000 00	300,000 00	16,500,000 00[3]	3,900,000 00
Current and accrued liabilities,	709,982 90	1,543 50	–	45,182 22	–
Sinking and other special funds,	–	–	–	–	300,000 00
GROSS LIABILITIES,	1,709,982 90	901,543 50	520,340 02	41,545,182 22	6,660,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	–	$79,763 40	–	$1,120,000 00	$336,826 46
Total expenses,	–	1,712 17	–	–	15,725 00[7]
Interest on funded and other debts,	–	5,000 00	–	970,000 00	187,500 00
Taxes, rentals, etc.,	–	–	–	–	34,666 46[8]
Net divisible income,	–	73,051 23	–	150,000 00	98,935 60
Amount of dividends declared,	–	72,000 00	–	150,000 00	98,400 00
Percentage of dividends declared,	–	9.0	–	3.0[5]	4.0
Surplus for the year,	–	1,051 23	–	–	535 00
Total surplus, June 30, 1899,	$646,694 29*d*	160,043 58	$77,046 30	341,952 79*d*[6]	245,206 28

* Leased to and operated by [1] Boston & Maine, [2] New York, New Haven & Hartford.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

[3] Including $11,500,000, the amount of underlying first mortgage bonds issued by the New York & New England, subject to which the New England holds its title. [4] Common, $20,000,000; preferred, $5,000,000. [5] On preferred stock. [6] Crediting $4,306.93 for accounts collected.

[7] Including $15,000 for payment to sinking fund. [8] Rental paid Holyoke & Westfield. *d* Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	37.—New London Northern. 1	38.—North Brookfield. 2	39.—Norwich & Worcester. 3	40.—Old Colony. 3	41.—Pittsfield & North Adams. 2
ASSETS.					
Construction,	$3,054,070 61	$100,000 00	$3,919,643 37	$26,844,032 34	$438,752 57
Equipment,	248,420 44	–	179,750 67	3,161,518 83	11,247 43
Other permanent property,	155,000 00	–	503,107 08	1,613,196 72	–
Cash and current assets,	71,178 68	397 15	373,942 56	500,781 08	–
Other assets and property,	–	–	450,869 65	3,196,755 63	–
GROSS ASSETS,	3,528,669 73	100,397 15	5,427,313 33	35,316,284 60	450,000 00
LIABILITIES.					
Capital stock,	$1,500,000 00	$100,000 00	$2,775,800 00[4]	$16,617,625 00[6]	$450,000 00
Funded debt,	1,500,000 00	–	955,000 00	15,440,200 00[7]	–
Current and accrued liabilities,	32,395 59	–	757,750 95	729,014 21	–
GROSS LIABILITIES,	3,032,395 59	100,000 00	4,488,550 95	32,786,839 21	450,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	$211,944 39	$3,114 32	$262,019 09	$1,811,073 32	$22,500 00
Total expenses,	9,001 13	6 70	665 01	7,618 10	–
Interest on funded and other debts,	68,120 00	–	38,200 00	640,832 22	–
Taxes,	–	253 87	–	–	–
Net divisible income,	134,823 26	2,853 75	223,154 08	1,162,623 00	22,500 00
Amount of dividends declared,	135,000 00	3,000 00	221,536 00	1,162,623 00	22,500 00
Percentage of dividends declared,	9.0	3.0	8.0[5]	7.0	5.0
Surplus for the year,	176 74*d*	146 25*d*	1,618 08	–	–
Total surplus, June 30, 1899,	496,274 14	397 15	938,762 38	2,529,445 39[8]	–

* Leased to and operated by [1] Central Vermont, [2] Boston & Albany, [3] New York, New Haven & Hartford.

[4] Common, $6,600; preferred, $2,769,200. [5] On 27,692 shares of capital stock. [6] Including "common stock liability" of $8,725.

[7] Including $175,000 real estate mortgages. [8] Debiting $213.52, and crediting $1,763,499.92 for premium on stock and bonds. *d* Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	42. — PLYMOUTH & MIDDLEBOROUGH. 1	43. — PROVIDENCE & SPRINGFIELD. 1	44. — PROVIDENCE, WEBSTER & SPRINGFIELD. 2	45. — PROVIDENCE & WORCESTER. 1	46. — RHODE ISLAND & MASSACHUSETTS. 1
ASSETS.					
Construction,	$305,000 00	$1,267,450 00	$243,361 12	$4,276,250 00	$112,321 13
Equipment,	–	–	–	828,887 40	–
Cash and current assets,	–	–	1,809 57	113,291 98	2,518 50
GROSS ASSETS,	305,000 00	1,267,450 00	245,170 69	5,218,429 38	114,839 63
LIABILITIES.					
Capital stock,	$80,000 00	$517,450 00	$160,000 00	$3,500,000 00	$100,000 00
Funded debt,	225,000 00	750,000 00	–	1,500,000 00	–
Current and accrued liabilities,	–		76,291 91	–	–
GROSS LIABILITIES,	305,000 00	1,267,450 00	236,291 91	5,000,000 00	100,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	–	$58,212 23	$6,805 04	$417,664 02	$10,000 00
Total expenses,	–	14 23	410 49	5,959 46	–
Interest on funded and other debts,	–	37,500 00	4,633 28	60,000 00	–
Taxes,	–	–	377 69	–	–
Net divisible income,	–	20,698 00	1,383 58	351,704 56	10,000 00
Amount of dividends declared,	–	20,698 00	–	350,000 00	10,000 00
Percentage of dividends declared,	–	4.0	–	10.0	10.0
Surplus for the year,	–	–	1,383 58	1,704 56	–
Total surplus, June 30, 1899,	–	–	8,878 78	218,429 38	14,839 63

* Leased to and operated by [1] New York, New Haven & Hartford, [2] Boston & Albany.

Tabulated Statements from Returns of Railroad Corporations — Concluded.

LEASED RAILROADS.*	47. — STOCKBRIDGE & PITTSFIELD. 1	48. — STONY BROOK. 2	49. — VERMONT & MASSACHUSETTS. 3	50. — WARE RIVER. 4	51. — WEST STOCKBRIDGE. 1	52. — WORCESTER, NASHUA & ROCHESTER. 2
ASSETS.						
Construction,	$448,700 00	$276,601 19	$5,811,938 72	$1,115,163 82	$39,600 00	$4,138,584 99
Equipment,	–	21,492 38	261,233 64	–	–	415,336 03
Other permanent property,	2,550 00	–	48,720 46	–	–	–
Cash and current assets,	7,597 36	2,457 21	10,791 03	–	454 41	69,333 62
GROSS ASSETS,	458,847 36	300,550 78	6,132,683 85	1,115,163 82	40,054 41	4,623,254 64
LIABILITIES.						
Capital stock,	$448,700 00	$300,000 00	$3,193,000 00	$750,000 00	$39,600 00	$3,099,800 00
Funded debt,	–	–	1,000,000 00	–	–	1,776,000 00
Current and accrued liabilities,	168 00	–	1,767,258 88	365,163 82	–	142,020 00
GROSS LIABILITIES,	448,868 00	300,000 00	5,960,258 88	1,115,163 82	39,600 00	5,017,820 00
INCOME, EXPENDITURES, ETC.						
Total income from all sources,	$27,376 00	$21,560 00	$194,580 00	$52,500 00	$1,800 00	$250,185 40
Total expenses,	392 93	388 77	3,000 00	–	–	2,299 63
Interest on funded and other debts,	–	–	–	–	–	77,352 98
Net divisible income,	26,983 07	21,171 23	191,580 00	52,500 00	1,800 00	170,532 79
Amount of dividends declared,	26,922 00	21,000 00	191,580 00	52,500 00	1,800 00	137,898 00
Percentage of dividends declared,	6.0	7.0	6.0	7.0	4.5+	4.5[5]
Surplus for the year,	61 07	171 23	–	–	–	32,634 79
Total surplus, June 30, 1899,	9,979 36	550 78	172,424 97[7]	–	454 41	394,565 36*d*[6]

* Leased to and operated by [1] New York, New Haven & Hartford, [2] Boston & Maine, [3] Fitchburg, [4] Boston & Albany. *d* Deficit.

[5] On 30,644 shares capital stock. [6] Crediting $100 for discrepancy of one share of treasury stock. [7] Debiting $55 for office furniture.

COMPARATIVE AND SUMMARY STATEMENTS

COMPILED FROM THE

Returns of Railroad Corporations.

COST AND CAPITAL INVESTMENT PER MILE OF ROAD OWNED.

RAILROADS.	53. — Construction.	54. — Equipment.	55. — Lands and Other Permanent Property.*	56. — Total Cost per Mile.	57. — Capital Stock.	58. — Net Debt.	59. — Capital Investment per Mile.
Boston & Albany,	$86,074	$11,693	$5,627	$103,394	$81,820	$22,769	$104,589
Boston & Lowell,	105,184	7,459	–	112,643	58,429	70,707	129,136
Boston & Maine,	85,177	11,848	3,489	100,514	57,891	58,963	116,854
Boston & Providence,	80,557	13,909	1,312	95,778	63,857	36,019	99,876
Central Massachusetts,	96,402	–	–	96,402	75,140	21,246	96,386
Connecticut River,	41,369	5,710	491	47,570	32,311	26,477	58,788
Fitchburg,	100,798	10,483	4,460	115,741	61,837	56,489	118,326
New England,	105,291	6,728	–	112,019	69,607	45,859	115,466
New Haven & Northampton,	45,377	6,733	–	52,110	19,476	30,859	50,335
New London Northern,	25,240	2,053	41	27,334	12,397	12,076	24,473
New York, New Haven & Hartford,	120,058	11,740	–	131,798	121,913	61,166	183,079
Norwich & Worcester,	54,744	2,510	43	57,297	38,768	18,698	57,466
Old Colony,	52,896	6,230	146	59,272	32,745	30,874	63,619
Providence & Worcester,	89,275	17,305	–	106,580	73,069	28,950	102,019
Vermont & Massachusetts,	98,842	4,443	829	104,114	54,303	46,879	101,182
Worcester, Nashua & Rochester,	43,804	4,396	–	48,200	32,809	19,567	52,376
Averages,	$83,678	$8,573	$1,551	$93,802	$62,632	$42,338	$104,970

* Not including stocks and bonds of other companies.

COST AND CAPITAL INVESTMENT PER MILE OF MAIN TRACK OWNED.

RAILROADS.	60. — Construction.	61. — Equipment.	62. — Lands and Other Permanent Property.*	63. — Total Cost per Mile.	64. — Capital Stock.	65. — Net Debt.	66. — Capital Investment per Mile.
Boston & Albany,	$47,231	$6,415	$3,088	$56,734	$44,896	$12,494	$57,390
Boston & Lowell,	76,496	5,425	–	81,921	42,493	51,422	93,915
Boston & Maine,	60,450	8,408	2,476	71,334	41,085	41,846	82,931
Boston & Providence,	35,946	6,206	585	42,737	28,494	16,073	44,567
Central Massachusetts,	96,402	–	–	96,402	75,140	21,246	96,386
Connecticut River,	28,318	3,909	336	32,563	22,117	18,124	40,241
Fitchburg,	78,815	8,197	3,487	90,499	48,351	44,169	92,520
New England,	79,308	5,068	–	84,376	52,430	34,542	86,972
New Haven & Northampton,	45,377	6,733	–	52,110	19,476	30,859	50,335
New London Northern,	25,240	2,053	41	27,334	12,397	12,076	24,473
New York, New Haven & Hartford,	67,464	6,597	–	74,061	68,506	34,370	102,876
Norwich & Worcester,	54,744	2,510	43	57,297	38,768	18,698	57,466
Old Colony,	39,963	4,707	110	44,780	24,739	23,325	48,064
Providence & Worcester,	43,335	8,400	–	51,735	35,468	14,053	49,521
Vermont & Massachusetts,	50,627	2,276	424	53,327	27,814	24,011	51,825
Worcester, Nashua & Rochester,	36,751	3,688	–	40,439	27,527	16,417	43,944
Averages,	$58,216	$5,964	$1,079	$65,259	$43,574	$29,455	$73,029

* Not including stocks and bonds of other companies.

Comparison of Returns for the Years 1898 and 1899.

MILEAGE, ASSETS, ETC.	1898.	1899.	Increase.	Decrease.
Description of Road Owned.				
Length of road and branches,	Miles. 3,612.210	Miles. 3,665.440	Miles. 53.230	Miles. –
in Massachusetts,	2,107.630	2,108.510	.880	–
Length of second track,*	1,459.887	1,472.467	12.580	–
in Massachusetts,	923.167	926.627	3.460	–
Length of side track,	2,057.597	2,091.877	34.280	–
in Massachusetts,	1,305.717	1,326.957	21.240	–
Total length as single track,	7,129.694	7,229.784	100.090	–
in Massachusetts,	4,336.514	4,362.094	25.580	–
Assets.				
Construction,	$284,317,836 34	$286,395,398 69	$2,077,562 35	–
Equipment,	28,867,842 63	28,662,842 63	–	$205,000 00
Lands,	2,863,572 63	3,222,206 14	358,633 51	–
Stocks in other companies,	27,530,441 14	31,199,618 21	3,669,177 07	–
Bonds of other companies,	5,394,548 28	6,669,317 78	1,274,769 50	–
Other permanent property,	2,035,526 46	2,035,526 46	–	–
Total permanent investments,	351,009,767 48	358,184,909 91	7,175,142 43	–
Cash on hand,	4,856,545 75	6,357,841 74	1,501,295 99	–
Bills receivable,	1,576,132 24	1,633,747 58	57,615 34	–
Other current assets,	13,483,160 05	15,551,699 16	2,068,539 11	–
Total cash and current assets,	19,915,838 04	23,543,288 48	3,627,450 44	–
Materials and supplies,	5,603,637 16	5,613,371 13	9,733 97	–
All other assets,	13,792,921 13	12,923,562 26	–	869,358 87
Total miscellaneous assets,	19,396,558 29	18,536,933 39	–	859,624 90
Gross Assets,	$390,322,163 81	$400,265,131 78	$9,942,967 97	–
Profit and loss balance (deficit),	1,749,554 25	1,726,515 45	–	$23,038 80
Total as per balance sheet,	$392,071,718 06	$401,991,647 23	$9,919,929 17	–
Liabilities.				
Capital stock, common,	$173,537,015 02	$181,025,790 02	$7,488,775 00	–
preferred,	32,229,492 33	32,229,492 33	–	–
Total capital stock,	205,766,507 35	213,255,282 35	7,488,775 00	–
Funded debt,	140,554,406 91	138,001,533 61	–	$2,552,873 30
Real estate mortgages,	1,261,300 00	858,300 00	–	403,000 00
Current liabilities,	16,762,983 04	19,860,673 77	3,097,690 73	–
Accrued liabilities,	3,334,328 91	3,387,903 20	53,574 29	–
Total indebtedness,	161,913,018 86	162,108,410 58	195,391 72	–
Gross Liabilities,†	$367,679,526 21	$375,363,692 93	$7,684,166 72	–
Profit and loss balance (surplus),	24,392,191 85	26,627,954 30	2,235,762 45	–
Total as per balance sheet,	$392,071,718 06	$401,991,647 23	$9,919,929 17	–
Income.				
From passengers,	$29,805,757 82	$30,310,157 30	$504,399 48	–
mails,	1,382,934 00	1,386,742 60	3,808 60	–
express,	2,246,331 86	2,278,405 94	32,074 08	–
extra baggage and storage,	394,115 73	409,089 67	14,973 94	–
other passenger service,	850,918 03	940,840 06	89,922 03	–
Total passenger revenue,	34,680,057 44	35,325,235 57	645,178 13	–
From freight,	36,911,662 15	37,962,375 31	1,050,713 16	–
other freight service,	1,293,321 88	1,347,753 65	54,431 77	–
Total freight revenue,	38,204,984 03	39,310,128 96	1,105,144 93	–
Other earnings from operation,	714,492 94	794,696 89	80,203 95	–
Total earnings from operation,	73,599,534 41	75,430,061 42	1,830,527 01	–
Rentals from lease of road,	5,866,256 07	6,902,718 14	1,036,462 07	–
Income from other sources,	1,340,616 67	1,177,902 49	–	$162,714 18
Gross Income,	$80,806,407 15	$83,510,682 05	$2,704,274 90	–

* Including third and fourth main track. † Exclusive of sinking and other special funds.

Comparison of Returns, etc. — Concluded.

EXPENDITURES, ETC.	1898.	1899.	Increase.	Decrease.
Expenditures.				
Operating expenses,	$50,890,883 11	$51,490,350 93	$599,467 82	-
Interest on debt and loans,	6,398,333 62	6,321,272 91	-	$77,060 71
Taxes,	4,014,266 51	4,389,403 07	375,136 56	-
Rentals paid,	7,523,913 93	8,366,943 68	843,029 75	-
Other charges on income,	155,183 06	144,081 34	-	11,101 72
Total charges on income,	18,091,697 12	19,221,701 00	1,130,003 88	-
Dividends paid,	11,599,462 50	12,143,749 00	544,286 50	-
Gross Expenditures,	$80,582,042 73	$82,855,800 93	$2,273,758 20	-
Condensed Exhibit for the Year.				
Gross earnings from operation,	$73,599,534 41	$75,430,061 42	$1,830,527 01	-
Operating expenses,	50,890,883 11	51,490,350 93	599,467 82	-
Net earnings from operation,	22,708,651 30	23,939,710 49	1,231,059 19	-
Income from all other sources,	7,206,872 74	8,080,620 63	873,747 89	-
Total income above operating expenses,	29,915,524 04	32,020,331 12	2,104,807 08	-
Interest, taxes and other charges,	18,091,697 12	19,221,701 00	1,130,003 88	-
Net divisible income,	11,823,826 92	12,798,630 12	974,803 20	-
Amount of dividends declared,	11,599,462 50	12,143,749 00	544,286 50	-
Surplus for the year,	$224,364 42	$654,881 12	$430,516 70	-
Percentage of dividend earned,	5.75	6.00	.25	-
of dividend declared,	5.64	5.69	.05	-
Volume of Traffic.				
Miles run by passenger trains,	27,046,501	27,749,110	702,609	-
by freight trains,	17,721,128	17,691,524	-	29,604
by mixed trains,	205,345	180,401	-	24,944
Total revenue-train mileage,	44,972,974	45,621,035	648,061	-
Miles run by other trains,	11,461,493	10,887,514	-	573,979
Total train mileage,	56,434,467	56,508,549	74,082	-
Total passengers carried,	101,940,722	102,043,980	103,258	-
passenger mileage,	1,678,640,940	1,716,081,605	37,440,665	-
Total tons of freight hauled,	35,338,724	36,228,084	889,360	-
freight mileage,	3,022,770,499	3,211,643,434	188,872,935	-
Equipment, etc.				
Locomotives,	2,072	2,091	19	-
Passenger cars,	3,174	3,144	-	30
Baggage and mail cars,	577	582	5	-
Freight cars (basis 8 wheels),	35,491	33,935	-	1,556
All other cars,	1,894	1,937	43	-
Stock held in Massachusetts,	$122,411,900 00	$121,766,200 00	-	$645,700 00
Total number of stockholders,	48,513	48,834	321	-
in Massachusetts,	35,411	35,903	492	-
Average number of employees,	51,602	51,881	279	-
Total miles of road operated,	4,726.650	4,782.240	55.590	-
in Massachusetts,	2,111.470	2,108.440	-	3.030
Highway crossings at grade,*	2,070	2,052	-	18
protected,	1,136	1,138	2	-
unprotected,	934	914	-	20
Railroad crossings at grade,*	32	32	-	-

* In Massachusetts.

Summary of Returns for the Years 1893 to 1899, inclusive.

MILEAGE, ASSETS, LIABILITIES, ETC.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Railroad Mileage.							
Miles of main and branch line in Massachusetts,	2,119.467	2,118.097	2,114.384	2,113.310	2,101.860	2,107.630	2,108.510
of second track,*	869.547	896.117	904.190	906.997	920.907	923.167	926.627
of side track,	1,162.286	1,195.981	1,209.586	1,267.747	1,271.667	1,305.717	1,326.957
Total track in Massachusetts,	4,151.300	4,210.195	4,228.160	4,288.054	4,294.434	4,336.514	4,362.094
Assets.							
Cost of construction,	$249,811,257 69	$259,412,497 10	$269,586,601 25	$275,545,424 61	$276,587,735 53	$284,317,836 34	$286,395,398 69
of equipment,	29,873,706 96	32,098,580 90	32,127,764 04	32,065,611 14	28,562,520 01	28,867,842 63	28,662,842 63
of other permanent property,	24,931,130 36	30,911,773 30	29,534,816 20	42,287,749 46	41,051,221 74	37,824,088 51	43,126,668 59
Total permanent investments,	304,616,095 01	322,422,851 30	331,249,181 49	349,898,785 21	346,201,477 28	351,009,767 48	358,184,909 91
Cash and current assets,	19,107,588 06	20,190,473 23	20,509,218 89	20,247,236 70	20,627,107 29	19,915,838 04	23,543,288 48
Miscellaneous assets,	11,001,162 00	10,748,992 80	8,881,257 42	10,356,812 71	18,611,233 75	19,396,558 29	18,536,933 39
Gross Assets,	334,724,845 07	353,362,317 33	360,639,657 80	380,502,834 62	385,439,818 32	390,322,163 81	400,265,131 78
Liabilities.							
Capital stock,	$186,440,422 62	$191,892,697 35	$193,506,847 35	$205,105,977 35	$205,671,652 35	$205,766,507 35	$213,255,282 35
Funded debt,	108,468,211 38	126,646,016 25	128,991,352 97	132,202,380 21	135,816,380 21	140,554,406 91	138,001,533 61
Real estate mortgages,	–	–	952,100 00	861,300 00	1,761,300 00	1,261,300 00	858,300 00
Current and accrued liabilities,	25,642,397 82	23,522,230 15	23,289,219 79	25,454,052 62	24,104,409 68	20,097,311 95	23,248,576 97
Total indebtedness,	134,110,609 20	150,168,246 40	153,232,672 76	158,517,732 83	161,682,089 89	161,913,018 86	162,108,410 58
Gross Liabilities,†	320,551,031 82	342,060,943 75	346,739,520 11	363,623,710 18	367,353,742 24	367,679,526 21	375,363,692 93
Surplus,	14,173,813 25	11,301,373 58	13,900,137 69	16,879,124 44	18,086,076 08	22,642,637 60	24,901,438 85
Net debt,	$115,003,021 14	$129,977,773 17	$132,723,453 87	$138,270,496 13	$141,054,982 60	$141,997,180 82	$138,565,122 10
General Exhibit for the Year.							
Total earnings from operation,	$70,935,929 70	$64,128,423 03	$68,154,906 05	$74,886,479 92	$71,934,772 73	$73,599,534 41	$75,430,061 42
Operating expenses,	49,503,963 20	44,464,805 44	46,446,304 25	52,362,381 63	49,413,299 26	50,890,883 11	51,490,350 93
Net earnings from operation,	21,431,966 50	19,663,617 59	21,708,601 80	22,524,098 29	22,521,473 47	22,708,651 30	23,939,710 49
Rentals from lease of road,	3,538,366 09	5,533,773 81	5,583,961 94	5,725,093 55	5,837,459 60	5,866,256 07	6,902,718 14
Income from all other sources,	1,917,637 49	759,643 61	848,837 86	1,631,848 03	1,314,043 28	1,340,616 67	1,177,902 49
Total income above operating expenses,	26,887,970 08	25,957,035 01	28,141,401 60	29,881,039 87	29,672,976 35	29,915,524 04	32,020,331 12
Interest on debt and loans,	5,870,341 32	6,317,278 85	6,423,858 80	6,889,381 22	6,656,958 14	6,398,333 62	6,321,272 91
Taxes,	3,270,485 05	3,500,162 18	3,527,820 74	3,683,390 79	3,910,536 66	4,014,266 51	4,389,403 07
Rentals paid,	5,568,801 29	6,715,201 09	6,723,569 31	7,445,441 30	7,496,236 71	7,523,913 93	8,366,943 68
Other charges upon income,	117,840 23	43,423 87	140,134 17	237,080 16	141,397 55	155,183 06	144,081 34
Total charges upon income,	14,827,467 89	16,576,065 99	16,815,383 02	18,255,293 47	18,205,129 06	18,091,697 12	19,221,701 00
Net divisible income,	12,060,502 19	9,380,969 02	11,326,018 58	11,625,746 40	11,467,847 29	11,823,826 92	12,798,630 12

Amount of dividends declared,	10,832,400 30	11,204,530 20	11,364,564 80	11,260,993 75	11,522,998 00	11,599,462 50	12,143,749 00
Gross income from all sources,	76,391,933 28	70,421,840 45	74,587,705 85	82,243,421 50	79,086,275 61	80,806,407 15	83,510,682 05
Gross expenditures,	75,163,831 39	72,245,401 63	74,626,252 07	81,878,668 85	79,141,426 32	80,582,042 73	82,855,800 93
Surplus for the year,	1,228,101 89	*d* 1,823,561 18	*d* 38,546 22	364,752 65	*d* 55,150 71	224,364 42	654,881 12
Percentage of dividends earned,	6.47	4.89	5.85	5.67	5.58	5.75	6.00
of dividends declared,	5.81	5.84	5.87	5.49	5.60	5.64	5.69
Stock held in Massachusetts,	$103,930,726 33	$109,661,589 33	$110,466,142 33	$117,842,400 00	$116,355,045 00	$122,411,900 00	$121,766,200 00
Total number of stockholders,	45,208	47,594	45,363	47,651	48,594	48,513	48,834
in Massachusetts,	32,968	34,152	32,945	34,658	35,554	35,411	35,903
Volume of Traffic.							
Miles run by passenger trains,	26,041,383	25,118,810	24,302,800	26,392,246	26,236,109	27,046,501	27,749,110
by freight trains,	19,172,518	16,932,335	17,019,851	18,354,625	17,452,890	17,721,128	17,691,524
by mixed trains,	304,537	264,357	322,272	266,548	219,234	205,345	180,401
Total revenue-train mileage,	45,518,438	42,315,502	41,644,923	45,013,419	43,908,233	44,972,974	45,621,035
Miles run by other trains,	11,908,504	10,901,778	10,260,701	12,344,359	11,614,950	11,461,493	10,887,514
Total train mileage,	57,426,942	53,217,280	51,905,624	57,357,778	55,523,183	56,434,467	56,508,549
Passengers carried,	119,779,947	109,434,184	107,856,348	111,629,051	102,743,890	101,940,722	102,043,980
Average length of journey (miles),	14.56	14 85	15.17	15.89	16.29	16.47	16.82
Total passenger mileage,	1,744,388,553	1,624,569,781	1,636,197,381	1,773,733,208	1,674,175,174	1,678,640,940	1,716,081,605
Average fare per mile (cents),	1.83	1.80	1.78	1.79	1.80	1.78	1.77
Passengers to and from Boston,	56,581,541	52,756,601	52,015,921	53,499,695	49,691,215	48,967,467	49,174,631
Tons of freight hauled,	32,995,033	27,378,660	30,858,173	34,605,838	33,276,416	35,338,724	36,228,084
Average length of haul (miles),	73.68	79.90	83.01	83.18	84.80	85.54	88.65
Total freight mileage,	2,431,081,708	2,187,504,182	2,561,598,881	2,878,369,521	2,821,770,240	3,022,770,499	3,211,643,434
Average rate per ton mile (cents),	1.39	1.33	1.28	1.28	1.25	1.22	1.18
Equipment.							
Number of employees,	48,831	46,727	46,533	52,127	50,924	51,602	51,881
of locomotives,	1,955	1,956	1,982	2,062	2,069	2,072	2,091
of passenger cars,	3,093	3,156	3,139	3,217	3,192	3,174	3,144
of baggage, express and mail cars,	518	521	517	569	569	577	582
of freight cars (basis 8 wheels),	36,968	38,476	37,116	39,423	37,036	35,491	33,935
of all other cars,	3,342	1,493	1,519	1,928	1,920	1,894	1,937

* Including third and fourth main track. † Exclusive of sinking and other special funds. *d* Deficit.

TABULATED STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING SEPTEMBER 30, 1899.

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STREET RAILWAY COMPANIES.

Tabulated Statements.

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Description of Railway.		
Main track owned,	78	347
Sidings, switches, etc., owned,	79	347
Total track owned,	80	347
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Volume of Traffic.		
Total passengers carried,	92	357
Average number per mile of main track operated,	93	357
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Car miles run,	95	357
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Stockholders.		
Total number of stockholders,	97	357
Number in Massachusetts,	98	357
Accidents.		
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Fatal,	102	362
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TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

	RAILWAY COMPANIES.	Assets September 30, 1899.						
		1.—Construction.	2.—Equipment.	3.—Lands and Buildings.	4.—Other Permanent Property.	5.—Cash and Current Assets.	6.—Miscellaneous Assets.	7.—Gross Assets.
1	Amesbury & Hampton,	$67,135 97	$25,388 08	$9,760 34	–	$2,261 36	–	$104,545 75
2	Amherst & Sunderland,	28,049 51	8,573 23	6,069 30	–	616 55	$578 47	43,887 06
3	Athol & Orange,	94,523 61	32,883 05	9,196 62	$1,000 00	3,314 27	750 00	141,667 55
4	Beverly & Danvers,	24,064 94	3,854 34	2,979 22	–	1,468 55	18,010 45	50,377 50
5	Blue Hill (Canton, etc.),[1]	50,000 00	–	–	–	25,000 00	–	75,000 00
6	Boston and Chelsea,	121,000 00	–	–	–	–	–	121,000 00
7	Boston Elevated,[2]	686,326 08	–	738,610 45	–	4,394,409 58	3,218,321 75	9,037,667 86
8	Boston & Revere Electric,	73,815 23	9,919 79	4,901 80	–	–	–	88,636 82
9	Braintree,[3]	103,033 28	29,164 43	14,678 00	–	1,666 57	1,927 12	150,469 40
10	Braintree & Weymouth,[4]	147,331 56	47,808 81	66,629 08	–	2,322 01	4,053 19	268,144 65
11	Bridgewater, Whitman & Rockland,[4]	148,076 33	29,370 83	13,887 88	–	1,163 24	1,704 00	194,202 28
12	Brockton,	856,084 08	366,681 52	300,780 60	68,155 94	19,436 10	55,381 16	1,666,519 40
13	Brockton, Bridgewater & Taunton,	361,714 90	73,089 13	107,746 53	–	10,579 01	–	553,129 57
14	Brockton & East Bridgewater,	65,838 81	16,472 89	13,457 44	–	4,733 35	–	100,502 49
15	Boston, Milton & Brockton,	214,796 43	38,798 22	15,945 69	–	8,714 23	–	278,254 57
16	Citizen's Electric (Newburyport, etc.),[5]	255,143 01	–	–	–	51,073 46	–	306,216 47
17	Clinton & Hudson,[1]	83,405 15	5,010 00	–	–	19,734 85	–	108,150 00
18	Commonwealth Avenue (Newton),	185,674 82	90,356 46	81,833 04	1,497 42	13,320 47	3,452 86	376,135 07
19	Conway Electric,	65,682 56	5,889 11	9,179 86	1,500 00	2,399 41	–	84,650 94
20	Cottage City,	54,696 81	10,973 71	4,700 00	–	249 69	207 61	70,827 82
21	Dartmouth & Westport,	167,904 88	64,864 97	–	11,459 56	34,875 31	–	279,104 72
22	Dighton, Somerset & Swansea,	252,924 98	64,351 99	14,319 57	–	13,845 14	500 26	345,941 94
23	East Middlesex (Malden, etc.),	344,518 03	102,105 79	58,662 11	222 00	269 25	–	505,777 18
24	Easton,[6]	–	–	–	–	4,000 00	–	4,000 00
25	East Taunton,	86,241 05	8,960 42	130 00	–	1,583 96	–	96,915 43

26	East Wareham, Onset Bay & Pt. Ind.,	14,357 15	5,709 74	1,147 01	–	506 68	–	21,720 58
27	Fitchburg & Leominster, . . .	344,241 73	104,817 58	112,675 14	30,530 96	4,516 87	18,958 02	615,740 30
28	Fitchburg & Suburban, . . .	76,396 71	21,128 56	12,976 68	–	1,005 72	4,760 89	116,268 56
29	Framingham, Southboro' & Marlboro',	139,535 00	23,034 27	–	–	3,985 26	–	166,554 53
30	Framingham Union, ...	111,240 76	23,952 70	11,768 19	–	2,849 95	742 16	150,553 76
31	Gardner Electric, ...	46,434 49	14,826 78	14,834 12	–	324 01	1,211 94	77,631 34
32	Gardner, Westminster & Fitchburg, .	84,517 10	12,883 33	53,310 71	–	1,858 33	1,291 05	153,860 52
33	Georgetown, Rowley & Ipswich,[1] .	76,943 55	–	–	–	13,056 45	–	90,000 00
34	Globe (Fall River), ...	1,622,482 61	338,948 45	233,817 71	–	31,976 72	11,799 84	2,239,025 33
35	Gloucester, ...	172,118 01	87,550 13	77,306 31	–	10,926 65	2,335 00	350,236 10
36	Gloucester, Essex & Beverly, . .	275,630 23	56,862 89	70,719 47	43 19	8,254 31	4,097 52	415,607 61
37	Gloucester & Rockport, . . .	19,000 00	5,000 00	16,000 00	–	–	–	40,000 00
38	Grafton, Upton & Milford,[6] . .	50,000 00	–	–	–	–	–	50,000 00
39	Greenfield & Turner's Falls, . .	173,249 92	32,077 56	26,180 42	–	1,095 50	972 65	233,576 05
40	Hanover,[4]	47,408 18	15,805 10	4,122 69	–	508 51	409 07	68,253 55
41	Haverhill & Amesbury, . . .	540,677 21	88,343 62	55,107 00	–	15,728 07	3,839 45	703,695 35
42	Haverhill, Georgetown & Danvers, .	85,993 43	15,950 91	5,528 93	–	944 52	700 00	109,117 79
43	Hingham,[4]	309,429 53	69,293 29	57,896 76	8,145 05	3,128 84	4,068 58	451,962 05
44	Holbrook & Weymouth, . . .	2,500 00	–	–	–	–	–	2,500 00
45	Holyoke, ...	501,257 23	171,353 45	241,268 12	34,000 00	16,493 71	6,147 29	970,519 80
46	Hoosac Valley (North Adams, etc.), .	179,848 62	37,973 29	32,110 55	4,920 61	4,458 31	–	259,311 38
47	Interstate Consolidated (of R. I.),	522,616 78	147,623 81	36,549 37	–	12,437 62	301 05	719,528 63
48	Leominster & Clinton, ...	178,778 39	39,352 27	106,260 72	38,736 93	10,152 40	2,857 85	376,138 56
49	Lexington & Boston,[1]	81,704 75	–	–	–	40,420 25	–	122,125 00
50	Lowell, Lawrence & Haverhill, . .	1,747,864 77	678,676 47	670,645 82	2,162 00	128,247 99	16,730 00	3,244,327 05

[1] Railway under construction.

[2] Organized as a corporation under special charter, and now constructing its elevated railway.

[3] Consolidated with the Quincy & Boston, May 1, 1899.

[4] Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, and name of consolidated company changed to South Shore & Boston.

[5] Purchased the property and franchises of the Newburyport & Amesbury, under foreclosure of a mortgage, May 4, 1899.

[6] Obtained a certificate of incorporation, but has not commenced the construction of its railway.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Assets September 30, 1899 — Continued.						
		1. — Construction.	2. — Equipment.	3. — Lands and Buildings.	4. — Other Permanent Property.	5. — Cash and Current Assets.	6. — Miscellaneous Assets.	7. — Gross Assets.
51	Lowell & Suburban,	$1,279,249 24	$339,830 07	$584,521 90	$160,789 95	$77,659 82	$45,166 01	$2,487,216 99
52	Lynn & Boston,	4,432,259 71	1,446,087 22	1,442,889 32	–	243,755 43	273,507 79	7,838,499 47
53	Mansfield & Easton,[1]	183,293 07	16,152 00	16,960 00	–	–	–	216,405 07
54	Mansfield & Norton,[1]	92,575 93	11,073 78	–	–	–	–	103,649 71
55	Marlborough,	121,751 37	34,940 67	45,630 58	–	2,445 89	18,461 01	223,229 52
56	Martha's Vineyard,	6,223 76	1,366 45	5,000 00	–	1,580 32	–	14,170 53
57	Milford, Attleborough & Woonsocket,[2]	190,118 16	41,630 00	38,750 00	–	–	–	270,498 16
58	Milford, Holliston & Framingham,	269,723 77	62,049 14	101,387 08	–	18,760 83	2,280 93	454,201 75
59	Mt. Tom (Northampton),	58,216 46	4,900 00	36,883 54	–	576 68	–	100,576 68
60	Mystic Valley (Stoneham, etc.),[3]	141,638 18	18,646 31	6,047 58	–	8,652 08	–	174,984 15
61	Natick & Cochituate,	136,243 05	29,965 64	9,690 00	–	1,184 64	–	177,083 33
62	Needham & Boston,	56,048 09	13,358 16	760 75	–	1,397 55	–	71,564 55
63	New Bedford, Middleboro' & Brockton,	477,526 40	–	3,785 00	–	202,460 73	–	683,772 13
64	Newton,	338,808 90	101,972 33	37,509 85	–	2,816 77	–	481,107 85
65	Newton & Boston,	187,716 24	96,667 19	124,980 59	–	13,000 26	–	422,364 28
66	Newtonville & Watertown,	103,823 79	–	–	–	1,532 89	–	105,356 68
67	Norfolk Central (Dedham, etc.),	149,846 46	32,310 13	9,152 35	32,043 08	29,791 25	1,581 27	254,724 54
68	Norfolk Southern (Dedham, etc.),[4]	493,000 00	–	–	–	–	–	493,000 00
69	Norfolk Suburban (Hyde Park, etc.),	215,384 59	61,974 73	13,958 27	–	2,710 74	5,249 43	299,277 76
70	Norfolk Western (Dedham, etc.),	170,285 35	26,145 62	48,646 07	–	52,860 86	487 98	298,425 88
71	Northampton,	229,629 50	84,757 47	86,653 79	2,010 76	9,859 56	1,634 05	414,545 13
72	Northampton & Amherst,[2]	70,261 72	–	–	–	6,479 11	–	76,740 83
73	North End (Worcester),	100,480 28	51,355 04	13,674 76	–	205 50	–	165,715 58
74	North Woburn,	173,676 06	29,066 87	13,140 64	–	2,020 45	374 73	218,278 75
75	Norton & Attleborough,[1]	89,787 38	19,707 17	–	–	–	–	109,494 55

76	Norton & Taunton,	514,034 24	68,300 13	84,566 12	-	1,018 48	1,680 00	669,598 97
77	Palmer & Monson,	72,205 45	25,792 37	7,700 17	-	4,850 69	685 11	111,233 79
78	Pittsfield Electric,	87,090 07	25,969 80	47,757 64	-	202 61	-	161,020 12
79	Plum Island Electric (Newbury, etc.),	44,002 27	13,828 68	9,784 19	-	1,318 97	147 88	69,081 99
80	Plymouth & Kingston,	102,654 87	33,210 41	8,039 04	33,049 13	3,652 93	2,684 23	183,290 61
81	Plymouth & Sandwich,	31,094 87	3,803 74	-	-	2,976 47	-	37,875 08
82	Providence & Taunton,	258,685 87	58,042 61	111,630 30	-	6,002 20	2,283 73	436,644 71
83	Quincy & Boston,	528,997 68	147,534 83	209,787 07	-	24,517 27	13,028 65	923,865 50
84	Reading & Lowell,	140,380 93	14,651 68	-	-	4,051 11	529 00	159,612 72
85	Rockland & Abington,[5]	182,659 81	79,748 36	56,546 97	1,350 00	3,666 28	2,812 25	326,783 67
86	Rockport,	92,184 04	19,541 02	13,246 73	-	10,137 84	-	135,109 63
87	Salem & Wakefield,	84,466 43	15,186 70	-	7,624 43	2,969 80	-	110,247 36
88	Shelburne Falls & Colrain,	70,754 88	10,686 64	26,013 68	-	640 11	768 84	108,864 15
89	Somerville,	153,000 00	-	-	-	-	-	153,000 00
90	Southbridge & Sturbridge,	91,034 19	21,584 15	13,237 41	5,104 18	250 33	2,066 78	133,277 04
91	South Middlesex (Natick, etc.),	142,136 66	59,399 39	65,436 91	974 43	4,291 45	1,982 89	274,221 73
92	South Shore & Boston (Hingham, etc.),[6]	864,276 76	245,528 67	227,852 30	-	33,512 90	17,097 28	1,388,267 91
93	Springfield,	1,168,061 87	450,652 20	703,932 05	-	-	10,335 20	2,332,981 32
94	Stoughton & Randolph,[2]	48,500 00	-	-	-	3,500 00	-	52,000 00
95	Taunton,	682,911 36	112,397 86	156,827 11	60,710 49	11,667 42	2,517 61	1,027,031 85
96	Taunton & Brockton,	179,242 57	32,714 59	-	-	6,030 21	-	217,987 37
97	Templeton,[2]	20,000 00	-	-	-	5,000 00	-	25,000 00
98	Union (New Bedford, etc.),	529,713 14	180,485 54	238,319 28	36,165 85	24,813 43	-	1,009,497 24
99	Wakefield & Stoneham,	199,648 40	70,874 50	105,321 11	-	11,543 44	2,768 60	390,156 05
100	Warren, Brookfield & Spencer,	243,061 82	37,761 62	65,669 16	-	10,595 08	1,102 30	358,189 98

[1] Consolidated with the Norton & Taunton, August 1, 1899. [2] Railway under construction. [3] Consolidated with the Arlington & Winchester, October 1, 1898.

[4] No return filed by the company. These figures furnished by courtesy of the receiver.

[5] Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.

[6] A consolidation of the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Assets September 30, 1899 — Concluded.						
		1. — Construction.	2. — Equipment.	3. — Lands and Buildings.	4. — Other Permanent Property.	5. — Cash and Current Assets.	6. — Miscellaneous Assets.	7. — Gross Assets.
101	Webster & Dudley,	$47,332 89	$12,405 09	$7,238 76	–	$990 10	–	$67,966 84
102	Wellesley & Boston,	86,898 43	32,942 66	5,240 00	–	2,086 47	–	127,167 56
103	West End (Boston, etc.),	9,022,765 30	6,909,277 95	10,778,311 63	$292,275 10	77,607 66	$1,227,207 98	28,307,445 62
104	West Roxbury & Roslindale,	439,657 19	52,128 15	24,486 57	–	23,905 38	1,308 01	541,485 30
105	Winnisimmet (Chelsea),	50,000 00	–	–	–	76 35	50 00	50,126 35
106	Woburn & Reading,	70,296 44	10,442 10	6,353 94	–	3,516 62	–	90,609 10
107	Woonsocket (of Rhode Island),	350,389 02	86,142 51	9,375 11	–	4,937 67	–	450,844 31
108	Worcester & Blackstone Valley,	98,104 11	15,091 26	3,161 04	163 28	1,467 34	453 60	118,440 63
109	Worcester & Clinton,	220,325 46	33,865 28	48,246 27	–	2,004 98	777 67	305,219 66
110	Worcester Consolidated,	1,228,011 32	316,400 62	205,454 21	–	40,375 97	22,864 93	1,813,107 05
111	Worcester & Marlborough,	292,447 12	59,239 13	95,388 13	–	12,288 49	1,751 62	461,114 49
112	Worcester & Shrewsbury R.R.,	70,803 58	52,710 86	–	–	21,357 98	–	144,872 42
113	Worcester & Shrewsbury St. Ry.,	11,700 00	8,300 00	–	–	22 05	–	20,022 05
114	Worcester & Suburban,	409,452 69	206,934 83	200,801 88	17,243 37	23,912 36	82,680 75	941,025 88
115	Woronoco (Westfield),	74,005 39	27,920 94	27,543 03	–	64,709 94	882 04	195,061 34
116	Worcester & Webster,[1]	270,000 00	–	–	–	–	–	270,000 00
	Totals,[2]	$39,679,167 68	$14,783,010 06	$19,286,261 75	$842,382 66	$6,053,677 32	$5,120,345 17	$85,764,844 64

[1] Railway under construction.

[2] Not including the Braintree, the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, the Mansfield & Easton, the Mansfield & Norton, the Norton & Attleborough and the Rockland & Abington.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	LIABILITIES SEPTEMBER 30, 1899.						
		8. — Capital Stock.	**9.** — Funded Debt.	**10.** — Real Estate Mortgages.	**11.** — Current Liabilities.	**12.** — Accrued Liabilities	**13.** — Sinking and other Special Funds.	**14.** — Gross Liabilities.
1	Amesbury & Hampton,	$50,000 00	–	–	$52,525 34	–	–	$102,525 34
2	Amherst & Sunderland,	22,000 00	–	–	24,625 20	–	–	46,625 20
3	Athol & Orange,	60,000 00	$60,000 00	–	2,000 00	$750 00	–	122,750 00
4	Beverly & Danvers,	12,000 00	40,000 00	–	4,284 65	672 21	–	56,956 86
5	Blue Hill (Canton, etc.),[1]	75,000 00	–	–	–	–	–	75,000 00
6	Boston & Chelsea,	121,000 00	–	–	–		–	121,000 00
7	Boston Elevated,[2]	5,000,000 00	–	–	689,512 47	2,312,757 43	$770,222 61	8,772,492 51
8	Boston & Revere Electric,	50,000 00	41,500 00	–	8,500 00	–	–	100,000 00
9	Braintree,[3]	100,000 00	35,000 00	–	23,287 44	–	–	158,287 44
10	Braintree & Weymouth,[4]	160,000 00	80,000 00	–	21,035 91	3,255 70	–	264,291 61
11	Bridgewater, Whitman & Rockland,[4]	85,000 00	85,000 00	–	31,500 00	1,664 57	–	203.164 57
12	Brockton,	700,000 00	750.000 00	–	79,682 71	46,340 28	38,243 64	1,614,266 63
13	Brockton, Bridgewater & Taunton,	225,000 00	200,000 00	–	112,589 49	6,089 24	–	543,678 73
14	Brockton & East Bridgewater,	50,000 00	30,000 00	–	17,733 70	1,138 97	–	98,872 67
15	Boston, Milton & Brockton,	120,000 00	100,000 00	–	55,044 92	1,250 00	–	276,294 92
16	Citizen's Electric (Newburyport, etc.),[5]	190,000 00	–	–	103,437 80	–	–	293,437 80
17	Clinton & Hudson,[1]	51,150 00	–	–	57,000 00	–	–	108,150 00
18	Commonwealth Avenue (Newton),	258,000 00	75,000 00	–	34,565 38	5,116 72	–	372,682 10
19	Conway Electric,	35,900 00	–	$900 00	56,289 04	1,071 56	–	94,160 60
20	Cottage City,	34,900 00	25,000 00	–	9,446 43	–	–	69,346 43

[1] Railway under construction.

[2] Organized as a corporation under special charter, and now constructing its elevated railway.

[3] Consolidated with the Quincy & Boston, May 1, 1899.

[4] Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, and name of consolidated company changed to South Shore & Boston.

[5] Purchased the property and franchises of the Newburyport & Amesbury, under foreclosure of a mortgage, May 4, 1899.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Liabilities September 30, 1899 — Continued.						
		8. — Capital Stock.	**9.** — Funded Debt.	**10.** — Real Estate Mortgages.	**11.** — Current Liabilities.	**12.** — Accrued Liabilities.	**13.** — Sinking and other Special Funds.	**14.** — Gross Liabilities.
21	Dartmouth & Westport,	$150,000 00	$90,000 00	–	$2,117 46	–	$17,063 66	$259,181 12
22	Dighton, Somerset & Swansea,	175,000 00	125,000 00	–	46,872 32	$4,824 81	–	351,697 13
23	East Middlesex (Malden, etc.),	297,700 00	220,000 00	–	–	–	–	517,700 00
24	Easton,[1]	4,000 00	–	–	–	–	–	4,000 00
25	East Taunton,	73,450 00	–	–	20,230 14	789 00	–	94,469 14
26	East Wareham, Onset Bay & Pt. Ind.,	21,400 00	–	–	956 68	–	–	22,356 68
27	Fitchburg & Leominster,	250,000 00	150,000 00	–	191,240 81	658 66	5,549 95	597,449 42
28	Fitchburg & Suburban,	50,000 00	–	–	63,340 10	–	–	113,340 10
29	Framingham, Southboro & Marlboro',	80,000 00	60,000 00	–	22,852 84	750 00	–	163,602 84
30	Framingham Union,	30,000 00	50,000 00	–	58,777 22	763 23	1,000 00	140,540 45
31	Gardner Electric,	50,000 00	–	–	29,129 04	717 99	–	79,847 03
32	Gardner, Westminster & Fitchburg,	100,000 00	–	–	54,178 28	–	–	154,178 28
33	Georgetown, Rowley & Ipswich,	90,000 00	–	–	–	–	–	90,000 00
34	Globe (Fall River),	700,000 00	1,425,000 00	–	25,341 33	25,545 51	20,000 00	2,195,886 84
35	Gloucester,	180,000 00	60,000 00	–	94,360 83	3,074 90	3,000 00	340,435 73
36	Gloucester, Essex & Beverly,	250,000 00	125,000 00	–	32,127 27	2,693 22	–	409,820 49
37	Gloucester & Rockport,	30,000 00	–	–	10,000 00	–	–	40,000 00
38	Grafton, Upton & Milford,	50,000 00	–	–	–	–	–	50,000 00
39	Greenfield & Turner's Falls,	100,000 00	94,000 00	–	30,173 45	–	–	224,173 45
40	Hanover,[2]	49,400 00	–	–	23,821 78	380 00	–	73,601 78
41	Haverhill & Amesbury,	150,000 00	490,000 00	–	41,981 33	7,624 99	–	689,606 32
42	Haverhill, Georgetown & Danvers,	60,000 00	35,000 00	–	5,800 90	145 84	–	100,946 74
43	Hingham,[2]	188,000 00	174,000 00	–	106,790 08	2,554 61	–	471,344 69
44	Holbrook & Weymouth,	2,500 00	–	–	–	–	–	2,500 00
45	Holyoke,	500,000 00	250,000 00	–	152,155 80	–	–	902,155 80

46	Hoosac Valley (North Adams, etc.),	100,000 00	100,000 00	-	35,691 05	-	-	235,691 05
47	Interstate Consolidated (of R. I.),	380,000 00	150,000 00	-	163,997 95	2,470 46	2,037 56	698,505 97
48	Leominster & Clinton,	150,000 00	193,000 00	-	32,767 51	-	4,000 00	379,767 51
49	Lexington & Boston,[3]	122,125 00	-	-	-	-	-	122,125 00
50	Lowell, Lawrence & Haverhill,	1,520,000 00	1,455,000 00	-	73,832 76	49,416 93	39,000 00	3,137,249 69
51	Lowell & Suburban,	1,101,185 00	1,000,000 00	-	296,771 59	35,619 57	10,000 00	2,443,576 16
52	Lynn & Boston,	1,266,000 00	6,009,000 00	-	219,832 20	241,421 15	946 94	7,737,200 29
53	Mansfield & Easton,[4]	100,000 00	80,000 00	-	37,739 19	1,570 11	-	219,309 30
54	Mansfield & Norton,[4]	40,000 00	40,000 00	-	25,630 74	631 20	-	106,261 94
55	Marlborough,	80,000 00	80,000 00	-	59,403 04	3,120 76	500 00	223,023 80
56	Martha's Vineyard,	6,542 50	-	-	6,718 12	300 74	-	13,561 36
57	Milford, Attleborough & Woonsocket,	100,000 00	-	-	170,498 16	-	-	270,498 16
58	Milford, Holliston & Framingham,[3]	210,000 00	165,000 00	-	54,197 72	2,062 50	-	431,260 22
59	Mt. Tom (Northampton),	100,000 00	-	-	-	-	-	100,000 00
60	Mystic Valley (Stoneham, etc.),[5]	90,000 00	60,000 00	-	17,689 64	1,425 57	-	169,115 21
61	Natick & Cochituate,	100,000 00	-	-	65,157 32	700 00	-	165,857 32
62	Needham & Boston,	10,000 00	-	-	61,413 47	-	-	71,413 47
63	New Bedford, Middleboro' & Brockton,	326,575 00	-	-	354,515 43	2,564 25	-	683,654 68
64	Newton,	309,950 00	135,000 00	-	15,000 00	-	-	459,950 00
65	Newton & Boston,	200,000 00	125,000 00	$20,000 00	78,000 00	-	-	423,000 00
66	Newtonville and Watertown,	50,000 00	-	-	56,800 00	-	-	106,800 00
67	Norfolk Central (Dedham, etc.),	99,500 00	60,000 00	-	99,825 89	813 46	-	260,139 35
68	Norfolk Southern (Dedham, etc.),[6]	200,000 00	125,000 00	-	168,000 00	-	-	493,000 00
69	Norfolk Suburban (Hyde Park, etc.),	187,500 00	75,000 00	-	7,377 66	937 50	13,694 29	284,509 45
70	Norfolk Western (Dedham, etc.),	100,000 00	100,000 00	-	97,487 02	833 33	-	298,320 35

[1] Obtained a certificate of incorporation, but has not commenced the construction of its railway.

[2] Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, and name of consolidated company changed to South Shore & Boston.

[3] Railway under construction. [4] Consolidated with the Norton & Taunton, August 1, 1899. [5] Consolidated with the Arlington & Winchester, October 1, 1898.

[6] No return filed by the company. These figures furnished by courtesy of the receiver.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Liabilities September 30, 1899 — Concluded.						
		8. — Capital Stock.	**9.** — Funded Debt.	**10.** — Real Estate Mortgages.	**11.** — Current Liabilities.	**12.** — Accrued Liabilities.	**13.** — Sinking and other Special Funds.	**14.** — Gross Liabilities.
71	Northampton,	$300,000 00	$25,000 00	–	$60,000 00	–	–	$385,000 00
72	Northampton & Amherst,[1]	76,740 83	–	–	–	–	–	76,740 83
73	North End (Worcester),	110,000 00	75,000 00	–	–	–	–	185,000 00
74	North Woburn,	100,000 00	–	–	122,035 51	$1,890 97	–	223,926 48
75	Norton & Attleborough,[2]	40,000 00	40,000 00	–	30,007 27	631 20	–	110,638 47
76	Norton & Taunton,	260,000 00	240,000 00	–	180,341 08	4,089 44	–	684,430 52
77	Palmer & Monson,	60,000 00	–	–	56,856 13	–	–	116,856 13
78	Pittsfield Electric,	80,000 00	55,000 00	–	12,558 82	–	–	147,558 82
79	Plum Island Electric (Newbury, etc.),	40,000 00	–	–	23,876 94	–	–	63,876 94
80	Plymouth & Kingston,	100,000 00	35,000 00	$7,000 00	43,086 84	1,685 33	–	186,772 17
81	Plymouth & Sandwich,	25,000 00	–	–	12,393 47	–	–	37,393 47
82	Providence & Taunton,	175,000 00	150,000 00	–	79,000 00	4,163 92	–	408,163 92
83	Quincy & Boston,	583,400 00	35,000 00	–	246,887 74	–	–	865,287 74
84	Reading & Lowell,	100,000 00	–	–	73,284 10	177 76	–	173,461 86
85	Rockland & Abington,[3]	120,000 00	100,000 00	–	102,775 65	1,646 24	–	324,421 89
86	Rockport,	100,000 00	–	–	22,211 86	600 35	–	122,812 21
87	Salem & Wakefield,	75,000 00	–	–	36,929,96	106 37	–	112,036 33
88	Shelburne Falls and Colrain,	50,000 00	50,000 00	–	7,838 00	630 30	–	108,468 30
89	Somerville,	153,000 00	–	–	–	–	–	153,000 00
90	Southbridge and Sturbridge,	60,000 00	60,000 00	–	8,500 00	750 00	–	129,250 00
91	South Middlesex (Natick, etc.),	100,000 00	100,000 00	–	57,409 55	2,429 03	–	259,838 58
92	South Shore & Boston (Hingham, etc.),[4]	690,000 00	489,000 00	–	199,573 66	14,833 37	$719 82	1,394,126 85
93	Springfield,	1,458,400 00	500,000 00	–	107,359 92	–	–	2,065,759 92
94	Stoughton & Randolph,[1]	52,000 00	–	–	–	–	–	52,000 00
95	Taunton,	350,000 00	550,000 00	–	142,548 68	6,320 24	–	1,048,868 92

96	Taunton & Brockton,	100,000 00	100,000 00	–	3,941 47	5,192 39	5,242 94	214,376 80
97	Templeton,[1]	25,000 00	–	–	–	–	–	25,000 00
98	Union (New Bedford, etc.),	450,000 00	350,000 00	–	153,497 24	–	6,000 00	959,497 24
99	Wakefield & Stoneham,	150,000 00	150,000 00	–	92,528 61	1,251 73	–	393,780 34
100	Warren, Brookfield & Spencer,	150,000 00	125,000 00	–	69,680 41	2,604 15	–	347,284 56
101	Webster & Dudley,	50,000 00	–	–	17,834 60	–	–	67,834 60
102	Wellesley & Boston,	115,000 00	–	–	–	–	5,000 00	120,000 00
103	West End (Boston, etc.),	15,485,000 00	10,945,000 00	–	1,804,055 02	–	–	28,234,055 02
104	West Roxbury & Roslindale,	200,000 00	150,000 00	–	182,068 30	–	–	532,068 30
105	Winnisimmet (Chelsea),	50,000 00	–	–	3 00	–	–	50,003 00
106	Woburn & Reading,	60,000 00	–	–	37,167 07	108 90	–	97,275 97
107	Woonsocket (of Rhode Island),	140,000 00	195,000 00	–	178,512 77	725 78	–	514,238 55
108	Worcester & Blackstone Valley,	60,000 00	–	–	57,503 91	–	–	117,503 91
109	Worcester & Clinton,	150,000 00	115,000 00	–	32,000 00	1,437 50	–	298,437 50
110	Worcester Consolidated,	700,000 00	650,000 00	4,500 00	320,773 95	21,496 38	–	1,696,770 33
111	Worcester & Marlborough,	238,900 00	200,000 00	–	5,000 00	3,262 84	–	447,162 84
112	Worcester & Shrewsbury R.R.,	36,825 00	22,000 00	–	–	–	–	58,825 00
113	Worcester & Shrewsbury St. Ry.,	20,000 00	–	–	–	–	–	20,000 00
114	Worcester & Suburban,	542,500 00	200,000 00	–	187,162 99	8,046 66	–	937,709 65
115	Woronoco (Westfield),	150,000 00	35,000 00	–	14,312 32	–	–	199,312 32
116	Worcester & Webster,[1]	150,000 00	–	–	120,000 00	–	–	270,000 00
	Totals,[5]	$41,380,143 33	$29,928,500 00	$32,400 00	$9,092,583 38	$2,846,264 19	$942,221 41	$84,222,112 31

[1] Railway under construction.

[2] Consolidated with the Norton & Taunton, August 1, 1899.

[3] Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.

[4] A consolidation of the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.

[5] Not including the Braintree, the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, the Mansfield & Easton, the Mansfield & Norton, the Norton & Attleborough, and the Rockland & Abington.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.						
		15. — Additions to Railway.	**16.** — To Equipment.	**17.** — To Lands and Buildings.	**18.** — To other Permanent Property.	**19.** — Total Additions.	**20.** — Deductions.	**21.** — Net Additions.
1	Amesbury & Hampton,	–	–	–	–	–	–	–
2	Amherst & Sunderland,	$73 20	$37 00	–	–	$110 20	$471 37	$361 17*d*
3	Athol & Orange,	–	575 00	–	$1,000 00	1,575 00	–	1,575 00
4	Beverly & Danvers,	–	–	–	–	–	–	–
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	600,294 18	–	$717,011 05	–	1,317,305 23	–	1,317,305 23
8	Boston & Revere Electric,	–	–	–	–	–	–	–
9	Braintree,	–	380 00	–	–	380 00	–	380 00
10	Braintree & Weymouth,	7,982 47	6,451 39	215 88	–	14,649 74	–	14,649 74
11	Bridgewater, Whitman & Rockland,	473 83	15 75	1,100 00	–	1,589 58	61 78	1,527 80
12	Brockton,	42,331 89	43,722 21	7,065 13	1,185 02	94,304 25	20,338 21	73,966 04
13	Brockton, Bridgewater & Taunton,	10,353 88	19,561 48	574 33	–	30,489 69	8,718 24	21,771 45
14	Brockton & East Bridgewater,	1,266 90	9,644 34	9,079 88	–	19,991 12	13,625 00	6,366 12
15	Boston, Milton & Brockton,	148,817 04	38,798 22	11,892 44	–	199,507 70	–	199,507 70
16	Citizen's Electric (Newburyport, etc.),	–	–	–	–	–	–	–
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	30,549 49	248 63	850 34	369 75	32,018 21	–	32,018 21
19	Conway Electric,	2,000 00	–	–	–	2,000 00	–	2,000 00
20	Cottage City,	–	–	–	–	–	–	–
21	Dartmouth & Westport,	–	1,810 17	–	–	1,810 17	5,072 05	3,261 88*d*
22	Dighton, Somerset, and Swansea,	276 89	168 44	–	–	445 33	4,361 84	3,916 51*d*
23	East Middlesex (Malden, etc.),	–	–	–	–	–	–	–
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	–	–	–	–	–	–	–

26	East Wareham, Onset Bay & Pt. Ind.,	–	110 00	–	–	110 00	120 00	10 00*d*
27	Fitchburg & Leominster, . . .	18,138 20	11,159 48	803 69	8,183 71	38,285 08	1,176 49	37,108 59
28	Fitchburg & Suburban, ...	11,816 63	3,039 06	4,650 73	–	19,506 42	–	19,506 42
29	Framingham, Southboro' & Marlboro',	–	–	–	–	–	–	–
30	Framingham Union, ...	963 88	3,455 50	–	–	4,419 38	698 58	3,720 80
31	Gardner Electric, ...	–	–	–	–	–	–	–
32	Gardner, Westminster & Fitchburg, .	–	–	–	–	–	–	–
33	Georgetown, Rowley & Ipswich, .	–	–	–	–	–	–	–
34	Globe (Fall River), ...	–	566 00	–	–	566 00	–	566 00
35	Gloucester, ...	25 40	2,334 68	1,841 82	–	4,201 90	–	4,201 90
36	Gloucester, Essex & Beverly, . .	152 17	1,695 05	13 60	133 19	1,994 01	90 00	1,904 01
37	Gloucester & Rockport, . . .	–	–	–	–	–	–	–
38	Grafton, Upton & Milford, . . .	–	–	–	–	–	–	–
39	Greenfield & Turner's Falls, . .	15,000 00	–	–	–	15,000 00	–	15,000 00
40	Hanover, ...	3,350 03	3 75	22 48	–	3,376 26	–	3,376 26
41	Haverhill & Amesbury, . . .	23,290 69	1,082 37	560 00	–	24,933 06	–	24,933 06
42	Haverhill, Georgetown & Danvers, .	4,533 47	318 53	50 00	–	4,902 00	–	4,902 00
43	Hingham, ...	53,227 42	6,981 31	9 00	–	60,217 73	–	60,217 73
44	Holbrook & Weymouth, . . .	–	–	–	–	–	–	–
45	Holyoke, ...	14,786 74	7,123 02	37,149 67	–	59,059 43	–	59,059 43
46	Hoosac Valley (North Adams, etc.), .	6,080 31	343 57	3,146 88	308 32	9,879 08	9,400 00	479 08
47	Interstate Consolidated (of R. I.), .	66,768 74	45,490 02	–	–	112,258 76	15,094 31	97,164 45
48	Leominster & Clinton, ...	4,063 26	197 93	–	215 15	4,476 34	–	4,476 34
49	Lexington & Boston, ...	–	–	–	–	–	–	–
50	Lowell, Lawrence & Haverhill, . .	13,022 04	4,921 08	2,657 77	2,300 00	22,900 89	1,005 00	21,895 89
51	Lowell & Suburban, ...	22,994 61	7,109 33	1,828 51	350 57	32,283 02	–	32,283 02
52	Lynn & Boston, ...	85,544 58	54,036 61	19,295 29	–	158,876 48	587 50	158,288 98
53	Mansfield & Easton, ...	84,050 60	16,152 00	16,160 00	–	116,362 60	–	116,362 60
54	Mansfield & Norton, ...	65,159 58	10,073 78	–	–	75,233 36	–	75,233 36
55	Marlborough, ...	8,943 41	2,196 81	4,844 64	–	15,984 86	75 80	15,909 06

d Net deduction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR — Continued.						
		15. — Additions to Railway.	**16.** — To Equipment.	**17.** — To Lands and Buildings.	**18.** — To other Permanent Property.	**19.** — Total Additions.	**20.** — Deductions.	**21.** — Net Additions.
56	Martha's Vineyard,	$21 56	$1,366 45	–	–	$1,388 01	–	$1,388 01
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
58	Milford, Holliston & Framingham,	4,545 44	1,587 63	$18,796 17	–	24,929 24	–	24,929 24
59	Mt. Tom (Northampton),	–	–	–	–	–	–	–
60	Mystic Valley (Stoneham, etc.),	84,258 58	11,249 79	6,047 58	–	101,555 95	–	101,555 95
61	Natick & Cochituate,	49,800 00	–	–	–	49,800 00	–	49,800 00
62	Needham & Boston,	–	–	–	–	–	–	–
63	New Bedford, Middleboro' & Brockton,	–	–	–	–	–	–	–
64	Newton,	14,709 40	7,955 32	6,000 00	–	28,664 72	$179 90	28,484 82
65	Newton & Boston,	7,823 86	19,572 01	3,077 55	–	30,473 42	–	30,473 42
66	Newtonville & Watertown,	22,853 97	–	–	–	22,853 97	–	22,853 97
67	Norfolk Central (Dedham, etc.),	23,447 19	9,206 76	51 88	$15,213 46	47,919 29	–	47,919 29
68	Norfolk Southern (Dedham, etc.),	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	11,731 05	2,362 45	16 89	–	14,110 39	–	14,110 39
70	Norfolk Western (Dedham, etc.),	–	–	–	–	–	–	–
71	Northampton,	–	1,161 07	8,775 06	–	9,936 13	160 50	9,775 63
72	Northampton & Amherst,	–	–	–	–	–	–	–
73	North End (Worcester),	–	–	–	–	–	–	–
74	North Woburn,	22,717 75	104 32	–	–	22,822 07	–	22,822 07
75	Norton & Attleborough,	7,896 61	805 50	–	–	8,702 11	–	8,702 11
76	Norton & Taunton,	449,057 35	2,342 18	15,032 62	–	466,432 15	–	466,432 15
77	Palmer & Monson,	6,267 13	19,396 05	969 98	–	26,633 16	142 77	26,490 39
78	Pittsfield Electric,	–	2,060 00	29,126 93	–	31,186 93	8,334 51	22,852 42
79	Plum Island Electric (Newbury, etc.),	3,236 00	34 92	–	506 16	3,777 08	–	3,777 08
80	Plymouth & Kingston,	989 14	9,301 46	1,210 40	381 73	11,882 73	–	11,882 73

81	Plymouth & Sandwich,	–	–	–	–	–	–	–
82	Providence & Taunton,	–	–	–	–	–	–	–
83	Quincy & Boston,	123,428 08	50,955 45	43,909 46	–	218,292 99	–	218,292 99
84	Reading & Lowell,	60 86	100 36	–	67 32	228 54	–	228 54
85	Rockland & Abington,	28,290 75	8,324 79	19,352 46	–	55,968 00	–	55,968 00
86	Rockport,	–	–	–	–	–	–	–
87	Salem & Wakefield,	101 25	165 00	–	7,624 43	7,890 68	–	7,890 68
88	Shelburne Falls & Colrain,	528 90	412 00	233 99	–	1,174 89	–	1,174 89
89	Somerville,	–	–	–	–	–	–	–
90	Southbridge & Sturbridge,	137 61	2,153 27	3,065 88	733 70	6,090 46	–	6,090 46
91	South Middlesex (Natick, etc.),	116 99	2,471 31	6,400 62	221 00	9,209 92	16 20	9,193 72
92	South Shore & Boston (Hingham, etc.),	863,736 72	245,571 51	228,223 88	125 62	1,337,657 73	–	1,337,657 73
93	Springfield,	54,579 90	–	75,479 41	–	130,059 31	–	130,059 31
94	Stoughton & Randolph,	–	–	–	–	–	–	–
95	Taunton,	56,107 70	2,457 92	18,726 61	3,088 94	80,381 17	2,245 00	78,136 17
96	Taunton & Brockton,	–	–	–	–	–	961 90	961 90*d*
97	Templeton,	–	–	–	–	–	–	–
98	Union (New Bedford, etc.),	16,130 16	6,569 00	1,500 00	24,555 09	48,754 25	20,138 83	28,615 42
99	Wakefield & Stoneham,	584 58	3,474 00	–	–	4,058 58	–	4,058 58
100	Warren, Brookfield & Spencer,	4,499 41	521 52	2,006 98	–	7,027 91	–	7,027 91
101	Webster & Dudley,	18,092 36	2,905 09	1,206 84	–	22,204 29	33 68	22,170 61
102	Wellesley & Boston,	2,188 07	7,574 89	–	–	9,762 96	60 00	9,702 96
103	West End (Boston, etc.),	715,244 97	697,401 52	671,166 19	159,144 06	2,242,956 74	380,018 22	1,862,938 52
104	West Roxbury & Roslindale,	131,301 68	14,455 87	5,269 28	–	151,026 83	3,075 00	147,951 83
105	Winnisimmet (Chelsea),	–	–	–	–	–	–	–
106	Woburn & Reading,	142 97	–	–	–	142 97	–	142 97
107	Woonsocket (of Rhode Island),	2,988 25	3,683 72	127 63	–	6,799 60	–	6,799 60
108	Worcester & Blackstone Valley,	20,918 39	3,556 20	3,000 00	–	27,474 59	–	27,474 59
109	Worcester & Clinton,	82,767 54	16,024 04	19,471 10	–	118,262 68	200 00	118,062 68
110	Worcester Consolidated,	115,668 54	69,785 67	–	–	185,454 21	20,274 26	165,179 95

d Net deduction.

Tabulated Statements from Reports of Street Railway Companies— Continued.

	RAILWAY COMPANIES.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR— Concluded.						
		15.—Additions to Railway.	**16.**—To Equipment.	**17.**—To Lands and Buildings.	**18.**—To other Permanent Property.	**19.**—Total Additions.	**20.**—Deductions.	**21.**—Net Additions.
111	Worcester & Marlborough,	$34,394 75	$10,379 85	$22,222 86	–	$66,997 46	$70,186 83	$3,189 37*d*
112	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
113	Worcester & Shrewsbury St. Ry.,	–	–	–	–	–	–	–
114	Worcester & Suburban,	631 11	24,136 91	4,240 61	–	29,008 63	13,337 35	15,671 28
115	Woronoco (Westfield),	2,734 16	8,531 71	3,280 81	–	14,546 68	355 50	14,191 18
116	Worcester & Webster,	–	–	–	–	–	–	–

d Net deduction.

Tabulated Statements from Reports of Street Railway Companies—Continued.

	RAILWAY COMPANIES.	Income for the Year ending September 30, 1899.						
		22.—From Passengers.	**23.**—From Mails and Merchandise.	**24.**—From Tolls, Rents, Advertising, etc.	**25.**—Total Earnings from Operation.	**26.**—Rentals from Lease of Railway.	**27.**—Miscellaneous Income.	**28.**—Gross Income.
1	Amesbury & Hampton,[1]	$4,632 00	–	–	$4,632 00	–	–	$4,632 00
2	Amherst & Sunderland,	10,842 65	$194 57	$177 04	11,214 26	–	–	11,214 26
3	Athol & Orange,	29,394 95	–	429 17	29,824 12	–	–	29,824 12
4	Beverly & Danvers,	7,220 95	–	–	7,220 95	–	–	7,220 95
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,[2]	–	–	–	–	$7,260 00	–	7,260 00
7	Boston Elevated,	9,449,928 89	20,046 15	201,465 63	9,671,440 67	–	$84,695 58	9,756,136 25
8	Boston & Revere Electric,[3]	–	–	–	–	2,500 00	–	2,500 00
9	Braintree,[4]	21,651 96	–	329 96	21,981 92	–	–	21,981 92
10	Braintree & Weymouth,[5]	35,627 35	–	150 00	35,777 35	–	–	35,777 35
11	Bridgewater, Whitman & Rockland,[5]	20,714 31	–	138 20	20,852 51	–	–	20,852 51
12	Brockton,	357,585 09	288 12	5,069 16	362,942 37	–	4,346 42	367,288 79
13	Brockton, Bridgewater & Taunton,	77,325 44	397 53	1,981 26	79,704 23	–	–	79,704 23
14	Brockton & East Bridgewater,	19,242 52	–	96 49	19,339 01	–	–	19,339 01
15	Boston, Milton & Brockton,[6]	10,989 30	–	–	10,989 30	–	–	10,989 30
16	Citizen's Electric (Newburyport, etc.),[7]	27,703 86	–	406 10	28,109 96	–	–	28,109 96
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	68,716 92	–	3,948 81	72,665 73	–	–	72,665 73
19	Conway Electric,	2,744 77	4,490 86	–	7,235 63	–	–	7,235 63
20	Cottage City,	4,091 55	–	4 00	4,095 55	–	–	4,095 55

[1] Commenced operation July 4, 1899.

[2] Leased to the Boston Elevated and operated by the Lynn & Boston.

[3] Leased to the Lynn & Boston.

[4] Consolidated with the Quincy & Boston, May, 1, 1899.

[5] Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, and name of consolidated company changed to South Shore & Boston.

[6] Commenced operation July 11, 1899.

[7] Formerly Newburyport & Amesbury. Commenced operation May 4, 1899.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		22. — From Passengers.	**23.** — From Mails and Merchandise.	**24.** — From Tolls, Rents, Advertising, etc.	**25.** — Total Earnings from Operation.	**26.** — Rentals from Lease of Railway.	**27.** — Miscellaneous Income.	**28.** — Gross Income.
21	Dartmouth & Westport,	$96,618 20	$779 73	$668 10	$98,066 03	–	–	$98,066 03
22	Dighton, Somerset & Swansea,	59,096 50	–	1,190 19	60,286 69	–	$1,542 19	61,828 88
23	East Middlesex (Malden, etc.)[1],	–	–	–	–	$24,000 00	500 00	24,500 00
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,[2]	12,354 20	–	32 00	12,386 20	–	–	12,386 20
26	East Wareham, Onset Bay & Pt. Ind.,	2,758 70	1,373 71	514 80	4,647 21	–	–	4,647 21
27	Fitchburg & Leominster,	139,948 55	–	341 64	140,290 19	–	–	140,290 19
28	Fitchburg & Suburban,	22,421 25	–	175 00	22,596 25	–	–	22,596 25
29	Framingham, Southboro' & Marlboro',[3]	19,688 26	–	–	19,688 26	–	–	19,688 26
30	Framingham Union,	31,448 64	323 50	376 25	32,148 39	–	–	32,148 39
31	Gardner Electric,	16,214 94	–	44 20	16,259 14	–	–	16,259 14
32	Gardner, Westminster & Fitchburg,[4]	169 48	–	–	169 48	–	–	169 48
33	Georgetown, Rowley & Ipswich,	–	–	–	–	–	–	–
34	Globe (Fall River),	320,117 10	–	17,043 94	337,161 04	–	–	337,161 04
35	Gloucester,	71,252 35	–	2,066 31	73,318 66	–	–	73,318 66
36	Gloucester, Essex & Beverly,	61,118 76	–	249 75	61,368 51	–	–	61,368 51
37	Gloucester & Rockport,[5]	–	–	–	–	1,800 00	–	1,800 00
38	Grafton, Upton & Milford,	–	–	–	–	–	–	–
39	Greenfield & Turner's Falls,	36,191 94	497 01	374 10	37,063 05	–	–	37,063 05
40	Hanover,[6]	9,697 89	216 75	–	9,914 64	–	–	9,914 64
41	Haverhill & Amesbury,	100,769 57	492 22	674 88	101,936 67	–	–	101,936 67
42	Haverhill, Georgetown & Danvers,	23,066 05	–	233 00	23,299 05	–	–	23,299 05
43	Hingham,[6]	29,563 02	389 46	125 00	30,077 48	–	–	30,077 48
44	Holbrook & Weymouth,	–	–	–	–	–	–	–
45	Holyoke,	230,806 36	–	2,272 61	233,078 97	–	8,140 00	241,218 97

46	Hoosac Valley (North Adams, etc.),	79,502 20	94 85	1,359 50	80,956 55	–	2,807 60	83,764 15
47	Interstate Consolidated (of R. I.),	151,031 40	248 22	680 03	151,959 65	–	588 04	152,547 69
48	Leominster & Clinton,	49,567 35	–	699 00	50,266 35	–	–	50,266 35
49	Lexington & Boston,	–	–	–	–	–	–	–
50	Lowell, Lawrence & Haverhill,	501,797 41	–	2,813 77	504,611 18	–	5,608 50	510,219 68
51	Lowell & Suburban,	405,650 85	208 41	7,186 90	413,046 16	–	5,201 65	418,247 81
52	Lynn & Boston,	1,553,228 86	–	10,239 93	1,563,468 79	–	6,708 35	1,570,177 14
53	Mansfield & Easton,[7]	4,316 75	–	28 80	4,345 55	–	–	4,345 55
54	Mansfield & Norton,[8]	4,373 25	–	31 40	4,404 65	–	–	4,404 65
55	Marlborough,	37,626 10	–	15,941 39	53,567 49	–	–	53,567 49
56	Martha's Vineyard,	1,440 80	–	–	1,440 80	–	–	1,440 80
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
58	Milford, Holliston & Framingham,	94,339 15	–	109 56	94,448 71	–	–	94,448 71
59	Mt. Tom (Northampton),[9]	–	–	–	–	6,000 00	27 27	6,027 27
60	Mystic Valley (Stoneham, etc.),[10]	33,798 45	–	130 78	33,929 23	–	–	33,929 23
61	Natick & Cochituate,	64,164 21	–	207 00	64,371 21	–	–	64,371 21
62	Needham & Boston,[11]	2,830 05	–	3 00	2,833 05	–	–	2,833 05
63	New Bedford, Middleboro' & Brockton,[12]	12,435 60	–	180 00	12,615 60	–	–	12,615 60
64	Newton,	100,652 93	36 00	4,927 86	105,616 79	–	–	105,616 79
65	Newton & Boston,	71,586 71	163 72	1,913 75	73,664 18	–	–	73,664 18
66	Newtonville & Watertown,[13]	–	–	–	–	6,247 56	–	6,247 56
67	Norfolk Central (Dedham, etc.),	38,718 60	–	84 00	38,802 60	–	7,886 49	46,689 09
68	Norfolk Southern (Dedham, etc.),[14]	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	100,522 60	–	398 17	100,920 77	–	–	100,920 77
70	Norfolk Western (Dedham, etc.),[15]	9,842 20	–	–	9,842 20	–	–	9,842 20

[1] Leased to the Lynn & Boston.
[2] Commenced operation December 23, 1898.
[3] Tracks used by the Marlborough.
[4] Commenced operation September 29, 1899.
[5] Leased to the Gloucester.
[6] Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.
[7] Commenced operation February 25, 1899; consolidated with the Norton & Taunton, August 1, 1899.
[8] Commenced operation December 22, 1898; consolidated with the Norton & Taunton, August 1, 1899.
[9] Leased to the Holyoke.
[10] Consolidated the Arlington & Winchester, October 1, 1898.
[11] Commenced operation July 1, 1899.
[12] Commenced operation June 16, 1899.
[13] Tracks used by the Newton & Boston, under contract.
[14] No return filed by this company.
[15] Commenced operation May 9, 1899.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Concluded.						
		22. — From Passengers.	**23.** — From Mails and Merchandise.	**24.** — From Tolls, Rents, Advertising, etc.	**25.** — Total Earnings from Operation.	**26.** — Rentals from Lease of Railway.	**27.** — Miscellaneous Income.	**28.** — Gross Income.
71	Northampton,	$100,051 55	$1,599 32	$1,433 30	$103,084 17	–	–	$103,084 17
72	Northampton & Amherst,	–	–	–	–	–	–	–
73	North End (Worcester),[1]	–	–	–	–	$8,000 00	–	8,000 00
74	North Woburn,	44,684 10	–	78 85	44,762 95	–	–	44,762 95
75	Norton & Attleborough,[2]	9,003 05	–	50 80	9,053 85	–	–	9,053 85
76	Norton & Taunton,	22,404 00	–	89 00	22,493 00	–	–	22,493 00
77	Palmer & Monson,	19,563 06	–	35 00	19,598 06	–	–	19,598 06
78	Pittsfield Electric,	72,905 57	–	75 00	72,980 57	–	$95 75	73,076 32
79	Plum Island Electric (Newbury, etc.),	12,147 70	–	–	12,147 70	–	868 70	13,016 40
80	Plymouth & Kingston,	38,568 45	–	3,459 23	42,027 68	–	–	42,027 68
81	Plymouth & Sandwich,[3]	4,130 20	–	–	4,130 20	–	–	4,130 20
82	Providence & Taunton,	61,794 64	–	300 00	62,094 64	–	–	62,094 64
83	Quincy & Boston,	169,523 37	573 42	5,119 37	175,216 16	–	–	175,216 16
84	Reading & Lowell,	17,798 55	–	124 96	17,923 51	–	–	17,923 51
85	Rockland & Abington,[4]	55,247 15	383 71	1,601 22	57,232 08	–	224 29	57,456 37
86	Rockport,	30,018 90	–	53 31	30,072 21	–	–	30,072 21
87	Salem & Wakefield,	10,731 24	–	25 00	10,756 24	–	1,393 41	12,149 65
88	Shelburne Falls & Colrain,	7,179 25	5,709 63	7 50	12,896 38	–	–	12,896 38
89	Somerville,[5]	–	–	–	–	9,180 00	–	9,180 00
90	Southbridge & Sturbridge,	28,670 70	548 30	142 75	29,361 75	–	1,145 28	30,507 03
91	South Middlesex (Natick, etc.),	59,662 70	218 00	371 03	60,251 73	–	–	60,251 73
92	South Shore & Bost'n (Hingham, etc.),[6]	64,829 39	74 19	95 00	64,998 58	–	1,815 21	66,813 79
93	Springfield,	620,061 95	–	5,968 95	626,030 90	–	–	626,030 90
94	Stoughton & Randolph,	–	–	–	–	–	–	–
95	Taunton,	71,326 93	–	9,180 19	80,507 12	–	3,995 55	84,502 67

96	Taunton & Brockton,	54,260 77	–	53 96	54,314 73	–	–	54,314 73
97	Templeton,	–	–	–	–	–	–	–
98	Union (New Bedford, etc.),	205,812 27	84 03	18,572 10	224,468 40	–	–	224,468 40
99	Wakefield & Stoneham,	63,269 67	–	569 38	63,839 05	–	–	63,839 05
100	Warren, Brookfield & Spencer,	57,892 36	–	250 00	58,142 36	–	–	58,142 36
101	Webster & Dudley,	12,317 30	–	149 50	12,466 80	–	–	12,466 80
102	Wellesley & Boston,	51,197 90	–	1,826 46	53,024 36	–	–	53,024 36
103	West End (Boston, etc.),[5]	–	–	–	–	1,147,950 00	7,500 00	1,155,450 00
104	West Roxbury & Roslindale,	79,062 95	–	283 30	79,346 25	–	–	79,346 25
105	Winnisimmet (Chelsea),[7]	–	–	–	–	3,000 00	–	3,000 00
106	Woburn & Reading,	10,900 35	–	16 64	10,916 99	–	–	10,916 99
107	Woonsocket (of Rhode Island),	60,385 40	353 47	15 00	60,753 87	–	–	60,753 87
108	Worcester & Blackstone Valley,	16,560 75	–	–	16,560 75	–	–	16,560 75
109	Worcester & Clinton,[8]	33,294 86	–	416 32	33,711 18	–	2,000 00	35,711 18
110	Worcester Consolidated,	602,617 70	819 67	6,715 68	610,153 05	–	–	610,153 05
111	Worcester & Marlborough,	64,127 82	600 00	460 00	65,187 82	–	–	65,187 82
112	Worcester & Shrewsbury R.R.,[1]	–	–	–	–	3,750 00	10 27	3,760 27
113	Worcester & Shrewsbury St. Ry.,[1]	–	–	–	–	1,000 00	–	1,000 00
114	Worcester & Suburban,	155,096 08	271 66	1,576 51	156,944 25	–	–	156,944 25
115	Woronoco (Westfield),	27,075 25	–	132 00	27,207 25	–	–	27,207 25
116	Worcester & Webster,	–	–	–	–	–	–	–
	Totals,	$17,763,313 62	$41,476 21	$346,759 74	$18,151,549 57	$1,220,687 56	$147,100 55	$19,519,337 68

[1] Leased to the Worcester Consolidated.

[2] Consolidated with the Norton & Taunton, August 1, 1899.

[3] Commenced operation May 28, 1899.

[4] Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.

[5] Leased to the Boston Elevated.

[6] Operations from July 15, 1899.

[7] Leased to the Lynn & Boston.

[8] Commenced operation December 1, 1898.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899.						
		29. — Salaries.	**30.** — Office Expenses and Supplies.	**31.** — Legal Expenses.	**32.** — Insurance.	**33.** — Other General Expenses.	**34.** — Total General Expenses.	**35.** — Repair of Roadbed and Track.
1	Amesbury & Hampton,	–	–	–	$453 75	–	$453 75	–
2	Amherst & Sunderland,	$953 90	$66 47	$108 53	122 04	$29 93	1,280 87	$107 96
3	Athol & Orange,	2,199 96	617 51	–	289 83	1,757 00	4,864 30	1,105 06
4	Beverly & Danvers,	95 70	6 10	–	69 03	76 62	247 45	178 79
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	182,421 07	61,391 47	97,831 28	126,918 23	366,437 87	834,999 92	822,057 87
8	Boston & Revere Electric,	–	–	–	–	–	–	–
9	Braintree,	562 00	1,299 56	–	135 00	106 60	2,103 16	459 51
10	Braintree & Weymouth,	1,293 26	980 47	660 00	1,948 28	247 30	5,129 31	1,202 90
11	Bridgewater, Whitman & Rockland,	633 22	270 08	–	1,029 20	–	1,932 50	561 40
12	Brockton,	9,968 17	3,327 90	1,595 11	3,278 67	4,087 99	22,257 84	23,473 68
13	Brockton, Bridgewater & Taunton,	3,297 92	472 50	–	4,301 48	3,205 22	11,277 12	3,282 00
14	Brockton & East Bridgewater,	963 28	84 29	–	1,027 48	712 44	2,787 49	962 03
15	Boston, Milton & Brockton,	425 24	340 86	240 73	165 83	9 00	1,181 66	138 00
16	Citizen's Electric (Newburyport, etc.),	883 73	270 30	–	663 31	110 14	1,927 48	545 16
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	6,820 69	791 44	126 21	842 25	203 15	8,783 74	1,219 63
19	Conway Electric,	391 25	71 00	–	25 00	–	487 25	554 61
20	Cottage City,	450 00	71 41	–	141 20	–	662 61	41 64
21	Dartmouth & Westport,	2,524 99	300 70	219 57	5,590 91	691 66	9,327 83	2,604 79
22	Dighton, Somerset & Swansea,	2,368 17	245 67	142 10	2,840 20	1,360 28	6,956 42	1,443 47
23	East Middlesex (Malden, etc.),	–	–	–	–	–	–	–
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	295 00	106 51	–	144 70	68 25	614 46	354 56

26	East Wareham, Onset Bay & Pt. Ind.,	–	76 65	–	–	561 68	638 33	59 57
27	Fitchburg & Leominster,	7,246 30	1,935 56	229 37	2,329 22	–	11,740 45	1,688 55
28	Fitchburg & Suburban,	1,094 99	730 92	–	125 00	160 45	2,111 36	166 38
29	Framingham, Southboro' & Marlboro',	–	–	–	–	–	–	–
30	Framingham Union,	1,606 67	470 63	202 20	276 04	717 83	3,273 37	162 60
31	Gardner Electric,	1,519 00	258 24	125 00	432 24	88 28	2,422 76	291 79
32	Gardner, Westminster & Fitchburg,	–	49 84	–	13 00	–	62 84	–
33	Georgetown, Rowley & Ipswich,	–	–	–	–	–	–	–
34	Globe (Fall River),	8,588 15	977 30	1,010 00	11,994 46	3,650 28	26,220 19	15,296 47
35	Gloucester,	1,719 51	487 69	113 70	1,196 16	1,292 09	4,809 15	8,824 34
36	Gloucester, Essex & Beverly,	2,501 36	2,130 43	–	1,767 20	–	6,398 99	3,191 85
37	Gloucester & Rockport,	–	–	–	–	–	–	–
38	Grafton, Upton & Milford,	–	–	–	–	–	–	–
39	Greenfield & Turner's Falls,	2,007 49	1,139 89	–	1,520 32	429 69	5,097 39	2,715 45
40	Hanover,	151 50	207 05	–	453 80	–	812 35	993 31
41	Haverhill & Amesbury,	3,793 09	231 48	–	7,243 15	2,010 48	13,278 20	2,660 85
42	Haverhill, Georgetown & Danvers,	1,943 99	107 06	–	906 55	428 81	3,386 41	213 13
43	Hingham,	2,155 51	972 82	–	1,194 48	1,042 58	5,365 39	614 88
44	Holbrook & Weymouth,	–	–	–	–	–	–	–
45	Holyoke,	8,200 00	1,310 46	155 00	1,384 09	817 89	11,867 44	12,028 52
46	Hoosac Valley (North Adams, etc.),	3,000 00	1,327 62	607 08	3,805 01	874 61	9,614 32	9,135 52
47	Interstate Consolidated (of R. I.),	2,819 00	419 74	534 10	8,577 12	1,843 35	14,193 31	25,590 28
48	Leominster & Clinton,	2,403 00	768 77	–	2,063 41	–	5,235 18	1,116 52
49	Lexington & Boston,	–	–	–	–	–	–	–
50	Lowell, Lawrence & Haverhill,	12,956 91	3,425 25	2,231 20	4,463 43	11,019 82	34,096 61	22,463 24
51	Lowell & Suburban,	18,291 91	1,020 47	333 00	5,932 56	5,031 35	30,609 29	15,676 90
52	Lynn & Boston,	40,762 46	6,469 24	7,971 92	6,073 53	8,109 84	69,386 99	72,118 37
53	Mansfield & Easton,	419 97	42 66	13 85	49 50	38 25	564 23	128 72
54	Mansfield & Norton,	457 93	46 51	15 10	53 97	41 69	615 20	31 31
55	Marlborough,	1,100 04	2,003 68	204 57	3,662 66	339 67	7,310 62	2,616 94

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		29. — Salaries.	**30.** — Office Expenses and Supplies.	**31.** — Legal Expenses.	**32.** — Insurance.	**33.** — Other General Expenses.	**34.** — Total General Expenses.	**35.** — Repair of Roadbed and Track.
56	Martha's Vineyard,	$50 00	$52 32	$214 75	–	–	$317 07	–
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
58	Milford, Holliston & Framingham,	3,094 54	299 85	–	$3,257 66	$1,383 68	8,035 73	$3,113 04
59	Mt. Tom (Northampton),	–	–	–	–	–	–	–
60	Mystic Valley (Stoneham, etc.),	1,680 73	162 07	–	1,328 83	686 12	3,857 75	1,186 58
61	Natick & Cochituate,	2,976 50	810 77	1,150 08	338 56	–	5,275 91	6,806 19
62	Needham & Boston,	–	58 60	–	347 00	–	405 60	39 40
63	New Bedford, Middleboro' & Brockton,	340 96	102 60	–	1,233 96	537 06	2,214 58	11 40
64	Newton,	6,050 60	790 76	250 00	609 10	2,155 43	9,855 89	2,339 18
65	Newton & Boston,	4,737 57	1,590 65	525 00	1,701 74	799 52	9,354 48	2,109 98
66	Newtonville & Watertown,	–	–	–	–	–	–	–
67	Norfolk Central (Dedham, etc.),	1,573 24	1,535 84	50 00	2,033 13	–	5,192 21	1,479 12
68	Norfolk Southern (Dedham, etc.),	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	3,932 24	1,537 39	459 00	354 65	265 00	6,548 28	5,286 47
70	Norfolk Western (Dedham, etc.),	200 00	210 30	–	439 32	142 37	991 99	3 05
71	Northampton,	4,400 00	1,419 22	–	1,174 49	168 35	7,162 06	5,341 72
72	Northampton & Amherst,	–	–	–	–	–	–	–
73	North End (Worcester),	–	–	–	–	–	–	–
74	North Woburn,	1,958 18	701 76	–	3,257 52	–	5,917 46	4,377 35
75	Norton & Attleborough,	740 91	75 25	24 42	87 31	67 46	995 35	150 65
76	Norton & Taunton,	1,787 50	215 20	110 50	225 75	188 45	2,527 40	137 20
77	Palmer & Monson,	935 20	544 33	143 40	467 87	2,784 27	4,875 07	1,556 81
78	Pittsfield Electric,	3,050 00	176 26	300 00	4,149 27	377 10	8,052 63	6,787 11
79	Plum Island Electric (Newbury, etc.),	325 00	96 86	–	232 26	511 78	1,165 90	292 05
80	Plymouth & Kingston,	2,141 78	1,543 08	250 00	1,019 96	–	4,954 82	6,763 80

81	Plymouth & Sandwich,	65 00	18 95	–	–	165 45	249 40	331 47
82	Providence & Taunton,	1,883 35	441 36	136 75	2,650 76	1,923 16	7,035 38	2,361 06
83	Quincy & Boston,	5,687 81	2,196 18	1,798 93	3,493 67	6,931 47	20,108 06	4,097 17
84	Reading & Lowell,	965 08	229 39	–	1,804 17	68 01	3,066 65	533 45
85	Rockland & Abington,	2,429 16	1,066 09	1,355 00	1,907 33	314 54	7,072 12	1,741 05
86	Rockport,	1,140 82	158 73	–	–	138 66	1,438 21	568 02
87	Salem & Wakefield,	410 50	29 26	–	440 58	349 57	1,229 91	260 88
88	Shelburne Falls & Colrain,	267 96	42 78	–	309 48	–	620 22	1,052 64
89	Somerville,	–	–	–	–	–	–	–
90	Southbridge & Sturbridge,	720 00	208 18	–	1,632 70	–	2,560 88	861 10
91	South Middlesex (Natick, etc.),	2,975 23	584 53	157 24	2,976 42	1,584 98	8,278 40	2,998 17
92	South Shore & Boston (Hingham, etc.),	681 25	1,220 65	62 50	594 07	922 78	3,481 25	1,628 88
93	Springfield,	20,008 00	1,237 18	–	7,394 87	6,190 24	34,830 29	30,017 96
94	Stoughton & Randolph,	–	–	–	–	–	–	–
95	Taunton,	4,203 12	214 52	393 51	996 93	2,427 47	8,235 55	3,353 31
96	Taunton & Brockton,	1,474 62	189 78	132 61	324 30	650 51	2,771 82	2,200 39
97	Templeton,	–	–	–	–	–	–	–
98	Union (New Bedford, etc.),	6,352 72	527 30	605 77	12,247 36	1,589 03	21,322 18	2,669 24
99	Wakefield & Stoneham,	2,924 96	1,791 39	–	4,010 15	1,507 40	10,233 90	9,206 44
100	Warren, Brookfield & Spencer,	2,232 93	249 24	–	1,866 40	527 03	4,875 60	1,968 12
101	Webster & Dudley,	833 00	614 11	–	278 74	263 50	1,989 35	23 21
102	Wellesley & Boston,	5,429 13	675 45	225 00	280 27	605 86	7,215 71	336 16
103	West End (Boston, etc.),	–	–	–	–	–	–	–
104	West Roxbury & Roslindale,	3,199 01	1,117 71	315 00	4,243 94	140 25	9,015 91	1,178 53
105	Winnisimmet (Chelsea),	–	–	–	–	–	–	–
106	Woburn & Reading,	957 59	93 89	–	552 55	205 04	1,809 07	355 04
107	Woonsocket (of Rhode Island),	520 00	–	–	3,060 00	–	3,580 00	2,276 94
108	Worcester & Blackstone Valley,	–	47 77	–	768 95	–	816 72	792 00
109	Worcester & Clinton,	1,427 14	159 67	125 00	879 43	470 93	3,062 17	1,172 26
110	Worcester Consolidated,	17,809 28	2,935 14	2,143 83	35,840 46	2,476 54	61,205 25	22,084 22

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		29. — Salaries.	**30.** — Office Expenses and Supplies.	**31.** — Legal Expenses.	**32.** — Insurance.	**33.** — Other General Expenses.	**34.** — Total General Expenses.	**35.** — Repair of Roadbed and Track.
111	Worcester & Marlborough,	$1,749 98	$1,586 38	$117 00	$3,184 81	$544 28	$7,182 45	$2,000 54
112	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
113	Worcester & Shrewsbury St. Ry.,	–	–	–	–	–	–	–
114	Worcester & Suburban,	5,289 08	2,424 02	1,447 04	5,956 44	–	15,116 58	10,011 33
115	Woronoco (Westfield),	1,139 59	385 41	250 00	380 35	171 40	2,326 75	774 12
116	Worcester & Webster,	–	–	–	–	–	–	–
	Totals,	$474,037 59	$129,692 37	$127,411 95	$335,836 80	$457,836 78	$1,524,815 49	$1,212,713 35

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		36. — Repair of Electric Line System.	**37.** — Removing Snow and Ice.	**38.** — Repair of Buildings.	**39.** — Total Repairs of Roadway and Buildings.	**40.** — Repair of Cars and Vehicles.	**41.** — Repair of Electric Car Equipment.	**42.** — Horses, Harnesses, etc.
1	Amesbury & Hampton,	–	–	–	–	–	–	–
2	Amherst & Sunderland,	$9 93	$112 84	$5 60	$236 33	$249 67	$107 00	–
3	Athol & Orange,	411 77	273 40	–	1,790 23	1,288 74	1,278 02	–
4	Beverly & Danvers,	–	220 49	–	399 28	54 84	–	–
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	147,302 99	283,087 04	56,750 18	1,309,198 08	381,347 21	210,400 18	$10,773 71
8	Boston & Revere Electric,	–	–	–	–	–	–	–
9	Braintree,	140 65	1,744 87	–	2,345 03	3,079 97	–	–
10	Braintree & Weymouth,	356 94	1,057 55	20 60	2,637 99	2,375 25	1,345 35	87 74
11	Bridgewater, Whitman & Rockland,	113 06	1,431 09	107 25	2,212 80	1,277 57	465 75	–
12	Brockton,	6,309 44	7,802 16	3,175 48	40,760 76	9,860 32	13,821 30	–
13	Brockton, Bridgewater & Taunton,	171 11	4,409 79	284 97	8,147 87	1,942 29	742 39	–
14	Brockton & East Bridgewater,	202 87	575 60	44 07	1,784 57	508 28	213 77	–
15	Boston, Milton & Brockton,	16 70	–	–	154 70	255 37	–	–
16	Citizen's Electric (Newburyport, etc.),	216 07	–	24 71	785 94	500 96	707 57	–
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	1,034 77	803 60	263 78	3,321 78	3,384 52	1,385 15	280 17
19	Conway Electric,	–	–	–	554 61	75 74	311 40	–
20	Cottage City,	60 00	–	29 00	130 64	45 00	102 92	–
21	Dartmouth & Westport,	829 79	1,017 65	–	4,452 23	994 97	1,589 38	–
22	Dighton, Somerset & Swansea,	379 51	922 05	391 20	3,136 23	1,353 56	1,541 42	–
23	East Middlesex (Malden, etc.),	–	–	–	–	–	–	–
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	77 01	260 99	50 00	742 56	213 51	170 90	–

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		36. — Repair of Electric Line System.	**37.** — Removing Snow and Ice.	**38.** — Repair of Buildings.	**39.** — Total Repairs of Roadway and Buildings.	**40.** — Repair of Cars and Vehicles.	**41.** — Repair of Electric Car Equipment.	**42.** — Horses, Harnesses, etc.
26	East Wareham, Onset Bay & Pt. Ind.,	–	–	–	$59 57	$56 42	–	$220 42
27	Fitchburg & Leominster,	$788 80	$4,248 55	$369 13	7,095 03	5,223 40	$4,139 62	535 06
28	Fitchburg & Suburban,	24 04	556 15	–	746 57	475 18	104 10	–
29	Framingham, Southboro' & Marlboro',	–	–	–	–	–	–	–
30	Framingham Union,	78 54	547 86	73 51	862 51	963 00	688 68	15 75
31	Gardner Electric,	39 80	426 69	2 19	760 47	179 67	169 38	–
32	Gardner, Westminster & Fitchburg,	–	–	–	–	–	–	–
33	Georgetown, Rowley & Ipswich,	–	–	–	–	–	–	–
34	Globe (Fall River),	4,534 49	2,906 33	396 39	23,133 68	10,870 69	11,987 91	86 90
35	Gloucester,	3,442 58	1,926 14	6,116 58	20,309 64	5,026 59	3,604 39	–
36	Gloucester, Essex & Beverly,	394 52	3,213 07	379 14	7,178 58	1,386 01	3,182 31	–
37	Gloucester & Rockport,	–	–	–	–	–	–	–
38	Grafton, Upton & Milford,	–	–	–	–	–	–	–
39	Greenfield & Turner's Falls,	484 88	355 47	88 71	3,644 51	1,010 73	992 99	–
40	Hanover,	21 76	961 04	–	1,976 11	331 94	334 82	–
41	Haverhill & Amesbury,	693 93	2,877 09	203 34	6,435 21	3,510 68	2,929 94	–
42	Haverhill, Georgetown & Danvers,	27 80	752 55	1 28	994 76	495 27	252 44	–
43	Hingham,	936 23	1,810 54	38 03	3,399 68	1,311 65	1,296 28	–
44	Holbrook & Weymouth,	–	–	–	–	–	–	–
45	Holyoke,	1,748 62	7,088 08	1,174 44	22,039 66	14,290 15	7,330 09	–
46	Hoosac Valley (North Adams, etc.),	892 59	2,112 44	160 56	12,301 11	2,171 88	2,565 75	–
47	Interstate Consolidated (of R. I.),	3,365 85	5,883 93	537 76	35,377 82	5,431 31	5,054 27	–
48	Leominster & Clinton,	154 59	1,050 48	127 23	2,448 82	1,641 43	1,435 65	–
49	Lexington & Boston,	–	–	–	–	–	–	–
50	Lowell, Lawrence & Haverhill,	4,916 91	10,067 44	1,197 39	38,644 98	16,229 44	13,045 70	1,661 27

51	Lowell & Suburban,	3,296 00	11,788 52	919 22	31,680 64	12,711 25	14,726 49	271 10
52	Lynn & Boston,	14,033 18	45,690 08	3,336 22	135,177 85	78,642 67	38,100 20	–
53	Mansfield & Easton,	18 91	246 69	–	394 32	201 45	281 30	–
54	Mansfield & Norton,	9 75	268 97	–	310 03	219 63	396 69	–
55	Marlborough,	336 45	1,448 84	308 22	4,710 45	2,866 47	2,344 04	166 51
56	Martha's Vineyard,	–	–	–	–	–	28 50	–
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
58	Milford, Holliston & Framingham,	1,029 70	3,567 35	111 91	7,822 00	2,560 61	2,135 99	–
59	Mt. Tom (Northampton),	–	–	–	–	–	–	–
60	Mystic Valley (Stoneham, etc.),	330 38	1,552 94	13 18	3,083 08	1,131 19	89 79	–
61	Natick & Cochituate,	–	626 34	–	7,432 53	7,712 90	4,842 38	–
62	Needham & Boston,	–	–	–	39 40	–	–	–
63	New Bedford, Middleboro' & Brockton,	–	–	–	11 40	41 77	40 88	–
64	Newton,	1,240 06	3,561 14	209 43	7,349 81	3,659 97	3,060 28	–
65	Newton & Boston,	426 66	2,737 55	156 74	5,430 93	1,850 62	1,846 53	62 60
66	Newtonville & Watertown,	–	–	–	–	–	–	–
67	Norfolk Central (Dedham, etc.),	364 20	2,435 22	49 48	4,328 02	787 52	1,045 13	–
68	Norfolk Southern (Dedham, etc.),	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	838 92	2,757 51	374 78	9,257 68	3,098 90	3,439 93	–
70	Norfolk Western (Dedham, etc.),	–	–	–	3 05	121 19	164 44	–
71	Northampton,	953 23	2,634 33	403 05	9,332 33	3,608 68	3,272 53	–
72	Northampton & Amherst,	–	–	–	–	–	–	–
73	North End (Worcester),	–	–	–	–	–	–	–
74	North Woburn,	506 79	2,202 28	14 37	7,100 79	50 35	2,382 30	10 35
75	Norton & Attleborough,	30 82	435 14	–	616 61	355 32	496 19	–
76	Norton & Taunton,	47 80	762 35	18 46	965 81	939 98	1,342 55	–
77	Palmer & Monson,	19 18	371 41	25 13	1,972 53	53 74	18 82	–
78	Pittsfield Electric,	454 98	1,876 43	1,008 64	10,127 16	3,957 25	3,897 69	154 27
79	Plum Island Electric (Newbury, etc.),	45 00	–	131 41	468 46	168 89	59 16	–
80	Plymouth & Kingston,	967 96	1,436 78	4,505 81	13,674 35	1,242 95	838 08	–

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		36. — Repair of Electric Line System.	**37.** — Removing Snow and Ice.	**38.** — Repair of Buildings.	**39.** — Total Repairs of Roadway and Buildings.	**40.** — Repair of Cars and Vehicles.	**41.** — Repair of Electric Car Equipment.	**42.** — Horses, Harnesses, etc.
81	Plymouth & Sandwich,	–	–	–	$331 47	–	–	–
82	Providence & Taunton,	$382 65	$1,445 61	$166 83	4,356 15	$2,138 78	$2,417 83	–
83	Quincy & Boston,	1,921 02	4,587 12	776 78	11,382 09	14,942 92	–	–
84	Reading & Lowell,	328 04	854 79	–	1,716 28	742 10	1,021 64	–
85	Rockland & Abington,	273 36	3,229 16	96 25	5,339 82	2,026 93	2,745 31	$52 43
86	Rockport,	106 05	696 15	–	1,370 22	1,108 31	17 00	–
87	Salem & Wakefield,	137 36	438 17	–	836 41	635 53	40 19	–
88	Shelburne Falls & Colrain,	58 13	193 88	24 03	1,328 68	116 61	227 84	–
89	Somerville,	–	–	–	–	–	–	–
90	Southbridge & Sturbridge,	222 09	749 35	9 69	1,842 23	722 95	319 55	–
91	South Middlesex (Natick, etc.),	617 17	2,359 15	61 75	6,036 24	1,321 91	2,166 95	–
92	South Shore & Boston (Hingham, etc.),	718 02	–	79 89	2,426 79	3,341 33	2,318 33	169 14
93	Springfield,	9,204 75	7,914 05	2,057 74	49,194 50	43,250 14	22,478 33	558 50
94	Stoughton & Randolph,	–	–	–	–	–	–	–
95	Taunton,	810 28	1,144 29	387 16	5,695 04	1,974 06	1,480 03	26 70
96	Taunton & Brockton,	778 57	1,008 74	–	3,987 70	1,800 61	1,879 53	–
97	Templeton,	–	–	–	–	–	–	–
98	Union (New Bedford, etc.),	2,754 74	2,783 36	527 52	8,734 86	7,357 32	4,467 06	37 04
99	Wakefield & Stoneham,	238 86	2,936 05	1,307 19	13,688 54	1,668 96	2,309 08	–
100	Warren, Brookfield & Spencer,	201 64	2,907 39	111 11	5,188 26	1,005 44	1,172 91	–
101	Webster & Dudley,	–	599 83	–	623 04	122 71	470 30	–
102	Wellesley & Boston,	395 94	822 36	37 91	1,592 37	1,598 31	1,225 52	–
103	West End (Boston, etc.),	–	–	–	–	–	–	–
104	West Roxbury & Roslindale,	285 83	2,433 40	99 66	3,997 42	2,047 14	1,110 17	–
105	Winnisimmet (Chelsea),	–	–	–	–	–	–	–

106	Woburn & Reading,	140 39	1,423 04	51 03	1,969 50	411 79	412 43	-
107	Woonsocket (of Rhode Island),	103 03	1,347 50	105 58	3,833 05	3,854 88	2,816 10	51 96
108	Worcester & Blackstone Valley,	188 90	905 85	-	1,886 75	679 97	194 69	-
109	Worcester & Clinton,	303 49	1,564 58	245 99	3,286 32	747 92	1,351 70	-
110	Worcester Consolidated,	7,208 06	10,400 79	4,429 58	44,122 65	30,337 40	18,054 87	860 60
111	Worcester & Marlborough,	313 01	3,903 11	98 03	6,314 69	3,483 38	1,275 80	-
112	Worcester & Shrewsbury R.R.,	-	-	-	-	-	-	-
113	Worcester & Shrewsbury St. Ry.,	-	-	-	-	-	-	-
114	Worcester & Suburban,	3,378 37	5,888 68	925 89	20,204 27	11,186 58	7,056 39	934 30
115	Woronoco (Westfield),	218 23	515 16	19 24	1,526 75	2,007 48	318 61	-
116	Worcester & Webster,	-	-	-	-	-	-	-
	Totals,	$236,416 49	$499,954 40	$95,217 42	$2,044,301 66	$746,027 97	$457,494 87	$17,016 52

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		43. — Total Maintenance of Equipment.	**44.** — Cost of Electric Power.	**45.** — Provender for Horses.	**46.** — Wages of Employees.	**47.** — Damages for Injuries.	**48.** — Tolls for Trackage Rights.	**49.** — Rents of Buildings, etc.
1	Amesbury & Hampton,	–	$749 84	–	$1,408 00	–	–	–
2	Amherst & Sunderland,	$356 67	3,584 02	–	3,102 48	–	–	–
3	Athol & Orange,	2,566 76	4,181 38	–	5,767 90	$22 00	–	–
4	Beverly & Danvers,	54 84	951 18	–	2,253 00	–	$465 16	–
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston and Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	602,521 10	462,482 52	$14,893 60	2,973,522 95	$20,000 00	3,392 04	$41,929 21
8	Boston & Revere Electric,	–	–	–	–	–	–	–
9	Braintree,	3,079 97	2,988 46	–	6,765 00	7,289 07	1,566 53	175 00
10	Braintree & Weymouth,	3,808 34	5,132 35	–	9,690 51	205 30	527 53	–
11	Bridgewater, Whitman & Rockland,	1,743 32	5,384 89	–	5,717 10	39 70	1,051 48	–
12	Brockton,	23,681 62	19,270 71	–	76,759 79	8,473 41	92	–
13	Brockton, Bridgewater & Taunton,	2,684 68	12,523 06	–	17,338 58	121 47	–	–
14	Brockton & East Bridgewater,	722 05	3,964 76	–	4,820 54	17 20	1,519 21	–
15	Boston, Milton & Brockton,	255 37	1,933 22	–	1,771 88	1,105 00	–	–
16	Citizen's Electric (Newburyport, etc.),	1,208 53	1,697 68	–	6,720 87	175 50	–	–
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	5,049 84	11,417 80	165 66	16,172 88	156 25	17 20	900 73
19	Conway Electric,	387 14	1,696 73	–	1,375 70	–	–	115 00
20	Cottage City,	147 92	953 38	–	1,632 85	–	–	–
21	Dartmouth & Westport,	2,584 35	–	–	15,097 95	3,443 69	32,177 43	–
22	Dighton, Somerset & Swansea,	2,894 98	9,702 55	–	11,703 19	2,057 35	6,556 04	319 50
23	East Middlesex (Malden, etc.),	–	–	–	–	–	–	–
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	384 41	1,819 40	–	2,290 48	–	99 40	420 00

26	East Wareham, Onset Bay & Pt. Ind.,	276 84	-	711 14	2,159 80	5 50	-	175 00
27	Fitchburg & Leominster, . . .	9,898 08	17,477 75	492 24	42,372 78	-	-	-
28	Fitchburg & Suburban, . . .	579 28	5,791 74	-	6,092 53	-	-	-
29	Framingham, Southboro' & Marlboro',	-	-	-	-	-	-	-
30	Framingham Union, ...	1,667 43	4,631 64	461 54	7,106 27	18 60	-	-
31	Gardner Electric, ...	349 05	4,120 72	-	5,437 47	-	-	-
32	Gardner, Westminster & Fitchburg, .	-	29 62	-	-	19 76	-	-
33	Georgetown, Rowley & Ipswich, .	-	-	-	-	-	-	-
34	Globe (Fall River), ...	22,945 50	21,719 67	560 25	88,155 06	11,807 52	-	564 38
35	Gloucester, ...	8,630 98	8,612 36	-	17,290 34	400 85	-	340 16
36	Gloucester, Essex & Beverly, . .	4,568 32	7,755 50	-	19,335 68	473 00	273 74	-
37	Gloucester & Rockport, . . .	-	-	-	-	-	-	-
38	Grafton, Upton & Milford, . .	-	-	-	-	-	-	-
39	Greenfield & Turner's Falls, . .	2,003 72	3,703 23	-	6,742 12	18 23	-	15 00
40	Hanover, ...	666 76	2,975 19	-	2,590 39	122 00	240 96	-
41	Haverhill & Amesbury, . . .	6,440 62	16,450 93	-	24,046 17	636 10	130 02	-
42	Haverhill, Georgetown & Danvers, .	747 71	4,486 50	-	5,754 20	7 00	319 62	-
43	Hingham, ...	2,607 93	5,142 58	-	8,254 00	20 00	661 88	-
44	Holbrook & Weymouth, . . .	-	-	-	-	-	-	-
45	Holyoke, ...	21,620 24	19,193 85	-	71,171 74	7,766 33	-	-
46	Hoosac Valley (North Adams, etc.), .	4,737 63	10,949 31	-	18,289 84	4 00	-	-
47	Interstate Consolidated (of R. I.), .	10,485 58	28,567 36	-	35,222 27	341 07	-	585 00
48	Leominster & Clinton, ...	3,077 08	2,501 11	-	10,217 75	111 74	-	-
49	Lexington & Boston, ...	-	-	-	-	-	-	-
50	Lowell, Lawrence & Haverhill, . .	30,936 41	46,020 20	1,079 31	105,751 24	19,388 25	1,114 34	2,622 17
51	Lowell & Suburban, ...	27,708 84	21,470 22	798 63	99,377 43	8,065 23	-	2,899 92
52	Lynn & Boston, ...	116,742 87	96,256 10	-	371,844 82	46,472 45	-	5,940 35
53	Mansfield & Easton, ...	482 75	1,132 30	-	1,946 86	-	-	111 54
54	Mansfield & Norton, ...	616 32	1,125 49	-	2,122 62	-	-	121 72
55	Marlborough, ...	5,377 02	8,146 45	-	14,164 51	140 00	-	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		43. — Total Maintenance of Equipment.	**44.** — Cost of Electric Power.	**45.** — Provender for Horses.	**46.** — Wages of Employees.	**47.** — Damages for Injuries.	**48.** — Tolls for Trackage Rights.	**49.** — Rents of Buildings, etc.
56	Martha's Vineyard,	$28 50	$320 00	–	$290 65	–	–	–
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
58	Milford, Holliston & Framingham,	4,696 60	11,490 88	–	22,735 08	$374 35	$46 48	–
59	Mt. Tom (Northampton),	–	–	–	–	–	–	–
60	Mystic Valley (Stoneham, etc.),	1,220 98	6,321 91	–	9,021 71	223 16	–	–
61	Natick & Cochituate,	12,555 28	9,878 23	–	15,428 48	38 00	–	–
62	Needham & Boston,	–	1,069 12	–	1,039 68	–	–	–
63	New Bedford, Middleboro' & Brockton,	82 65	2,461 78	–	2,331 38	50 00	841 68	–
64	Newton,	6,720 25	11,991 26	$281 87	27,975 89	5,298 48	2,765 21	–
65	Newton & Boston,	3,759 75	–	372 56	26,452 42	7,160 98	7,372 44	–
66	Newtonville & Watertown,	–	–	–	–	–	–	–
67	Norfolk Central (Dedham, etc.),	1,832 65	8,002 08	–	11,093 82	204 85	–	$146 50
68	Norfolk Southern (Dedham, etc.),	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	6,538 83	16,579 53	–	26,578 23	3,577 36	–	358 25
70	Norfolk Western (Dedham, etc.),	285 63	2,796 22	–	4,688 95	137 50	–	–
71	Northampton,	6,881 21	9,331 58	198 56	27,488 34	1,550 99	–	–
72	Northampton & Amherst,	–	–	–	–	–	–	–
73	North End (Worcester),	–	–	–	–	–	–	–
74	North Woburn,	2,443 00	7,100 10	167 89	7,947 16	796 60	395 86	180 00
75	Norton & Attleborough,	851 51	1,820 86	–	3,434 05	25 00	–	197 02
76	Norton & Taunton,	2,282 53	4,643 42	–	10,476 72	100 00	939 99	526 00
77	Palmer & Monson,	72 56	5,216 64	–	8,305 23	–	–	120 00
78	Pittsfield Electric,	8,009 21	9,289 57	316 16	17,402 97	39 13	–	–
79	Plum Island Electric (Newbury, etc.),	228 05	–	–	2,159 58	155 00	1,460 24	350 00
80	Plymouth & Kingston,	2,081 03	6,956 20	–	12,873 54	142 00	–	–

81	Plymouth & Sandwich,	-	849 34	-	1,166 45	-	-	-
82	Providence & Taunton,	4,556 61	8,904 68	-	9,522 78	1,007 35	3,003 67	-
83	Quincy & Boston,	14,942 92	14,628 37	388 13	44,594 48	3,686 36	521 14	430 97
84	Reading & Lowell,	1,763 74	5,180 66	-	5,978 96	2,740 93	10 94	-
85	Rockland & Abington,	4,824 67	15,377 77	-	13,699 75	618 00	600 31	-
86	Rockport,	1,125 31	7,588 13	-	7,261 39	114 00	615 11	500 00
87	Salem & Wakefield,	675 72	3,087 29	-	4,237 45	25 41	455 15	-
88	Shelburne Falls & Colrain,	344 45	1,015 44	-	4,089 12	67 50	-	100 00
89	Somerville,	-	-	-	-	-	-	-
90	Southbridge & Sturbridge,	1,042 50	5,900 78	-	8,979 50	16 50	-	-
91	South Middlesex (Natick, etc.),	3,488 86	5,175 72	-	15,795 85	328 40	-	-
92	South Shore & Boston (Hingham, etc.),	5,828 80	4,888 95	-	19,161 37	995 06	471 39	-
93	Springfield,	66,286 97	48,777 48	-	225,289 66	9,109 72	-	-
94	Stoughton & Randolph,	-	-	-	-	-	-	-
95	Taunton,	3,480 79	-	492 22	19,479 78	1,442 00	-	511 09
96	Taunton & Brockton,	3,680 14	10,124 42	-	10,265 88	1,604 96	1,491 49	-
97	Templeton,	-	-	-	-	-	-	-
98	Union (New Bedford, etc.),	11,861 42	15,321 65	497 96	65,720 88	3,325 51	-	-
99	Wakefield & Stoneham,	3,978 04	304 32	-	22,453 67	1,788 25	430 14	-
100	Warren, Brookfield & Spencer,	2,178 35	9,764 32	-	14,745 17	252 75	-	-
101	Webster & Dudley,	593 01	4,020 00	-	6,038 79	-	-	-
102	Wellesley & Boston,	2,823 83	8,623 49	99 96	12,970 78	1,266 07	1,588 34	-
103	West End (Boston, etc.),	-	-	-	-	-	-	-
104	West Roxbury & Roslindale,	3,157 31	15,141 30	-	19,923 63	652 15	-	328 26
105	Winnisimmet (Chelsea),	-	-	-	-	-	-	-
106	Woburn & Reading,	824 22	2,123 77	-	3,549 53	120 24	576 93	-
107	Woonsocket (of Rhode Island),	6,722 94	8,481 96	304 89	21,869 33	11,578 41	-	420 00
108	Worcester & Blackstone Valley,	874 66	4,954 23	-	6,240 72	75 00	-	-
109	Worcester & Clinton,	2,099 62	6,027 94	-	8,819 72	-	56 50	-
110	Worcester Consolidated,	49,252 87	84,626 71	550 42	143,644 41	-	873 05	50,300 00

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		43. — Total Maintenance of Equipment.	**44.** — Cost of Electric Power.	**45.** — Provender for Horses.	**46.** — Wages of Employees.	**47.** — Damages for Injuries.	**48.** — Tolls for Trackage Rights.	**49.** — Rents of Buildings, etc.
111	Worcester & Marlborough,	$4,759 18	$8,415 73	–	$13,305 26	$69 10	$582 91	–
112	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
113	Worcester & Shrewsbury St. Ry.,	–	–	–	–	–	–	–
114	Worcester & Suburban,	19,177 27	16,022 75	–	41,463 44	1,267 30	7 07	$407 14
115	Woronoco (Westfield),	2,326 09	4,514 74	–	10,901 60	162 75	–	81 29
116	Worcester & Webster,	–	–	–	–	–	–	–
	Totals,	$1,220,539 36	$1,323,805 07	$22,832 99	$5,148,250 77	$601,110 69	$75,269 54	$112,191 20

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		50. — Other Transportation Expenses.	**51.** — Total Transportation Expenses.	**52.** — Total Operating Expenses.	**53.** — Per Cent to Earnings from Operation.	**54.** — Interest on Funded Debt.	**55.** — Interest and Discount on Loans.	**56.** — Taxes.
1	Amesbury & Hampton,	–	$2,157 84	$2,611 59	56.38	–	–	–
2	Amherst & Sunderland,	$174 22	6,860 72	8,734 59	77.89	–	$1,204 16	$143 31
3	Athol & Orange,	265 97	10,237 25	19,458 54	65.24	$3,000 00	181 28	89 90
4	Beverly & Danvers,	–	3,669 34	4,370 91	60.53	2,400 00	–	127 57
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	164,210 88	4,080,431 20	6,827,150 30	70.59	495,725 00	–	757,995 46
8	Boston & Revere Electric,	–	–	–	–	–	–	–
9	Braintree,	–	18,784 06	26,312 22	–	1,600 00	324 87	1,043 73
10	Braintree & Weymouth,	407 25	16,012 94	27,588 58	–	2,999 99	623 26	1,993 03
11	Bridgewater, Whitman & Rockland,	72 94	12,266 11	18,154 73	–	3,187 50	1,620 98	956 25
12	Brockton,	9,684 91	114,189 74	200,889 96	55.35	37,132 50	2,568 80	18,238 08
13	Brockton, Bridgewater & Taunton,	6,356 38	36,339 49	58,449 16	73.33	10,000 00	5,358 29	3,318 43
14	Brockton & East Bridgewater,	726 53	11,048 24	16,342 35	84.50	1,500 00	670 78	673 54
15	Boston, Milton & Brockton,	321 16	5,131 26	6,722 99	61.18	694 45	958 75	653 46
16	Citizen's Electric (Newburyport, etc.),	172 43	8,766 48	12,688 43	45.14	–	1,690 13	952 73
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	4,170 01	33,000 53	50,155 89	69.02	3,750 00	–	4,503 87
19	Conway Electric,	25 00	3,212 43	4,641 43	64.15	–	2,900 14	506 48
20	Cottage City,	–	2,586 23	3,527 40	86.13	1,500 00	112 78	22 02
21	Dartmouth & Westport,	845 41	51,564 48	67,928 89	69.27	4,500 00	–	4,940 69
22	Dighton, Somerset & Swansea,	2,553 37	32,892 00	45,879 63	76.10	6,250 00	1,484 58	2,412 83
23	East Middlesex (Malden, etc.),	–	–	–	–	–	–	–
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	530 20	5,159 48	6,900 91	55.71	–	–	789 00

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		50. — Other Transportation Expenses.	**51.** — Total Transportation Expenses.	**52.** — Total Operating Expenses.	**53.** — Per Cent to Earnings from Operation.	**54.** — Interest on Funded Debt.	**55.** — Interest and Discount on Loans.	**56.** — Taxes.
26	East Wareham, Onset Bay & Pt. Ind.,	–	$3,051 44	$4,026 18	86.64	–	$18 00	$55 81
27	Fitchburg & Leominster,	$4,993 06	65,335 83	94,069 39	67.05	$7,500 00	7,707 77	6,249 68
28	Fitchburg & Suburban,	888 72	12,772 99	16,210 20	71.74	–	3,279 84	702 21
29	Framingham, Southboro & Marlboro',	15,300 92	15,300 92	15,300 92	–	2,103 33	355 97	–
30	Framingham Union,	287 49	12,505 54	18,308 85	56.95	2,500 00	4,136 33	841 86
31	Gardner Electric,	314 02	9,872 21	13,404 49	82.44	–	1,673 24	828 96
32	Gardner, Westminster & Fitchburg,	4 19	53 57	116 41	68.69	–	–	370 83
33	Georgetown, Rowley & Ipswich,	–	–	–	–	–	–	–
34	Globe (Fall River),	3,365 49	126,172 37	198,471 74	58.87	71,250 00	1,775 51	12,879 29
35	Gloucester,	4,432 40	31,076 11	64,825 88	88.42	3,000 00	4,881 09	3,782 56
36	Gloucester, Essex & Beverly,	1,320 69	29,158 61	47,304 50	77.08	6,250 00	2,394 87	2,777 05
37	Gloucester & Rockport,	–	–	–	–	–	–	–
38	Grafton, Upton & Milford,	–	–	–	–	–	–	–
39	Greenfield & Turner's Falls,	1,171 36	11,649 94	22,395 56	60.43	4,800 00	1,122 45	1,877 45
40	Hanover,	203 03	6,131 57	9,586 79	–	–	756 51	400 00
41	Haverhill & Amesbury,	558 92	41,822 14	67,976 17	66.68	26,500 00	1,582 93	1,636 23
42	Haverhill, Georgetown & Danvers,	120 63	10,687 95	15,816 83	67.89	875 00	1,520 58	947 90
43	Hingham,	223 24	14,301 70	25,674 70	–	5,774 95	4,105 37	2,250 00
44	Holbrook & Weymouth,	–	–	–	–	–	–	–
45	Holyoke,	1,370 00	99,501 92	155,029 26	66.51	12,500 00	5,059 34	17,137 00
46	Hoosac Valley (North Adams, etc.),	–	29,243 15	55,896 21	69.04	5,000 00	1,076 02	1,233 75
47	Interstate Consolidated (of R. I.),	2,559 59	67,275 29	127,332 00	83.79	6,000 00	2,640 00	7,957 70
48	Leominster & Clinton,	586 09	13,416 69	24,177 77	48.10	10,100 00	1,512 88	2,578 32
49	Lexington & Boston,	–	–	–	–	–	–	–
50	Lowell, Lawrence & Haverhill,	12,150 03	188,125 54	291,803 54	57.83	72,615 62	1,106 36	29,798 11

51	Lowell & Suburban,	11,766 02	144,377 45	234,376 22	56.74	50,000 00	13,872 21	27,236 91
52	Lynn & Boston,	16,960 61	537,474 33	858,782 04	54.93	305,359 84	3,159 34	65,338 68
53	Mansfield & Easton,	35 25	3,225 95	4,667 25	–	1,717 36	605 17	260 00
54	Mansfield & Norton,	37 92	3,407 75	4,949 30	–	1,211 12	225 26	631 20
55	Marlborough,	5,304 22	27,755 18	45,153 27	84.29	3,780 00	2,836 73	1,800 00
56	Martha's Vineyard,	–	610 65	956 22	66.37	–	221 66	75 90
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
58	Milford, Holliston & Framingham,	449 95	35,096 74	55,651 07	58.92	8,250 00	1,928 18	3,491 59
59	Mt. Tom (Northampton),	–	–	–	–	–	–	–
60	Mystic Valley (Stoneham, etc.),	151 29	15,718 07	23,879 88	70.38	2,250 00	2,199 83	1,661 03
61	Natick & Cochituate,	–	25,344 71	50,608 43	78.62	–	1,875 77	2,371 56
62	Needham & Boston,	38 25	2,147 05	2,592 05	91.49	–	–	89 92
63	New Bedford, Middleboro' & Brockton,	208 27	5,893 11	8,201 74	65.01	–	1,732 16	2,564 25
64	Newton,	415 16	48,727 87	72,653 82	68.79	6,750 00	6,018 47	3,390 97
65	Newton & Boston,	385 47	41,743 87	60,289 03	81.84	6,250 00	4,124 23	2,109 54
66	Newtonville & Watertown,	–	–	–	–	–	1,857 72	412 25
67	Norfolk Central (Dedham, etc.),	320 06	19,767 31	31,120 19	80.20	3,000 00	4,430 16	2,069 40
68	Norfolk Southern (Dedham, etc.),	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	1,666 37	48,759 74	71,104 53	70.46	3,750 00	–	5,914 42
70	Norfolk Western (Dedham, etc.),	–	7,622 67	8,903 34	90.46	833 33	–	–
71	Northampton,	–	38,569 47	61,945 07	60.09	1,250 00	1,438 77	6,457 98
72	Northampton & Amherst,	–	–	–	–	–	–	–
73	North End (Worcester),	–	–	–	–	3,750 00	–	–
74	North Woburn,	202 15	16,789 76	32,251 01	72.05	–	6,238 28	1,985 03
75	Norton & Attleborough,	51 59	5,528 52	7,991 99	–	1,666 67	27 72	631 20
76	Norton & Taunton,	225 60	16,911 73	22,687 47	100.86	5,333 33	1,456 91	1,256 93
77	Palmer & Monson,	–	13,641 87	20,562 03	104.92	–	3,803 75	144 84
78	Pittsfield Electric,	894 39	27,942 22	54,131 22	74.17	2,466 25	248 33	2,845 70
79	Plum Island Electric (Newbury, etc.),	–	4,124 82	5,987 23	49.28	–	1,019 06	475 13
80	Plymouth & Kingston,	–	19,971 74	40,681 94	96.80	1,750 00	2,309 93	1,168 78

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		50. — Other Transportation Expenses.	**51.** — Total Transportation Expenses.	**52.** — Total Operating Expenses.	**53.** — Per Cent to Earnings from Operation.	**54.** — Interest on Funded Debt.	**55.** — Interest and Discount on Loans.	**56.** — Taxes.
81	Plymouth & Sandwich,	$412 43	$2,428 22	$3,009 09	72.86	–	$245 00	$394 50
82	Providence & Taunton,	199 12	22,637 60	38,585 74	62.14	$7,097 22	2,404 82	2,509 86
83	Quincy & Boston,	–	64,249 45	110,682 52	63.17	–	8,658 76	13,233 46
84	Reading & Lowell,	90 98	14,002 47	20,549 14	114.65	–	3,754 86	769 51
85	Rockland & Abington,	2,749 22	33,045 05	50,281 66	–	4,750 00	2,883 93	1,588 02
86	Rockport,	1,140 28	17,218 91	21,152 65	70.34	–	1,053 33	2,079 73
87	Salem & Wakefield,	125 28	7,930 58	10,672 62	99.22	–	1,886 47	508 76
88	Shelburne Falls & Colrain,	306 59	5,578 65	7,872 00	61.04	2,989 50	468 57	233 51
89	Somerville,	–	–	–	–	–	–	–
90	Southbridge & Sturbridge,	–	14,896 78	20,342 39	69.28	3,000 00	279 76	968 19
91	South Middlesex (Natick, etc.),	375 61	21,675 58	39,479 08	65.52	5,000 00	2,461 87	2,120 73
92	South Shore & Boston (Hingham, etc.),	417 99	25,934 76	37,671 60	57.96	4,802 07	387 12	1,750 00
93	Springfield,	–	283,176 86	433,488 62	69.24	22,500 00	2,019 14	47,291 07
94	Stoughton & Randolph,	–	–	–	–	–	–	–
95	Taunton,	1,027 02	22,952 11	40,363 49	50.13	27,500 00	6,408 75	2,175 99
96	Taunton & Brockton,	971 40	24,458 15	34,897 81	64.25	5,000 00	169 32	1,904 95
97	Templeton,	–	–	–	–	–	–	–
98	Union (New Bedford, etc.),	3,613 17	88,479 17	130,397 63	58.09	17,500 00	6,109 49	14,627 03
99	Wakefield & Stoneham,	998 39	25,974 77	53,875 25	84.39	7,500 00	5,355 34	3,465 85
100	Warren, Brookfield & Spencer,	281 32	25,043 56	37,285 77	64.13	6,250 00	3,906 76	2,198 81
101	Webster & Dudley,	–	10,058 79	13,264 19	106 40	–	–	81 14
102	Wellesley & Boston,	164 15	24,712 79	36,344 70	68.54	–	46 87	1,589 00
103	West End (Boston, etc.),	–	–	–	–	–	–	–
104	West Roxbury & Roslindale,	1,714 94	37,760 28	53,930 92	67 97	7,500 00	5,410 76	3,860 27
105	Winnisimmet (Chelsea),	–	–	–	–	–	–	–

106	Woburn & Reading,	63 89	6,434 36	11,037 15	101.10	-	1,660 90	614 13
107	Woonsocket (of Rhode Island),	1,724 87	44,379 46	68,515 45	96.32	9,624 98	8,601 39	2,369 94
108	Worcester & Blackstone Valley,	27 26	11,297 21	14,875 34	89.82	-	-	948 49
109	Worcester & Clinton,	501 58	15,405 74	23,853 85	70.76	4,312 50	452 01	310 66
110	Worcester Consolidated,	4,584 43	284,579 02	439,159 79	71.98	32,500 00	10,487 90	34,556 55
111	Worcester & Marlborough,	3,911 19	26,284 19	44,540 51	68.33	10,000 00	567 83	3,300 00
112	Worcester & Shrewsbury R.R.,	-	-	-	-	1,100 00	-	-
113	Worcester & Shrewsbury St. Ry.,	-	-	-	-	-	-	-
114	Worcester & Suburban,	337 72	59,505 42	114,003 54	72.64	10,000 00	7,435 83	14,442 97
115	Woronoco (Westfield),	152 76	15,813 14	21,992 73	80.83	1,750 00	484 85	793 74
116	Worcester & Webster,	-	-	-	-	-	-	-
	Totals,	$305,370 69	$7,588,830 95	$12,378,487 46	68.20	$1,411,052 51	$211,635 13	$1,188,735 16

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		57. — Rentals of Leased Railways.	**58.** — Payments to Sinking Funds, etc.	**59.** — Other Charges on Income.	**60.** — Total Charges on Income.	**61.** — Dividends Paid.	**62.** — Percentage of Dividend Paid.	**63.** — Gross Expenditures.
1	Amesbury & Hampton,	–	–	–	–	–	–	$2,611 59
2	Amherst & Sunderland,	–	–	$288 73	$1,636 20	–	–	10,370 79
3	Athol & Orange,	–	–	–	3,271 18	$4,800 00	8	27,529 72
4	Beverly & Danvers,	–	–	–	2,527 57	–	–	6,898 48
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,	–	–	–	–	7,260 00	6	7,260 00
7	Boston Elevated,	$1,157,130 00	–	204,537 30	2,615,387 76	262,500 00	5.25	9,705,038 06
8	Boston & Revere Electric,	–	–	–	–	2,500 00	5	2,500 00
9	Braintree,	–	–	–	2,968 60	3,500 00	3.5	32,780 82
10	Braintree & Weymouth,	–	–	–	5,616 28	7,200 00	4.5	40,404 86
11	Bridgewater, Whitman & Rockland,	–	–	–	5,764 73	–	–	23,919 46
12	Brockton,	–	–	42,591 47	100,530 85	54,440 00	8[1]	355,860 81
13	Brockton, Bridgewater & Taunton,	–	–	–	18,676 72	6,750 00	3	83,875 88
14	Brockton & East Bridgewater,	–	–	–	2,844 32	1,250 00	2.5	20,436 67
15	Boston, Milton & Brockton,	–	–	–	2,306 66	–	–	9,029 65
16	Citizen's Electric (Newburyport, etc.),	–	–	–	2,642 86	–	–	15,331 29
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	–	–	–	8,253 87	12,900 00	5	71,309 76
19	Conway Electric,	–	–	–	3,406 62	–	–	8,048 05
20	Cottage City,	–	–	–	1,634 80	–	–	5,162 20
21	Dartmouth & Westport,	–	$7,263 66	1,680 89	18,385 24	12,000 00	8	98,314 13
22	Dighton, Somerset & Swansea,	–	–	5,632 49	15,779 90	–	–	61,659 53
23	East Middlesex (Malden, etc.),	–	–	525 00	525 00	23,816 00	8	24,341 00
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	–	–	–	789 00	2,250 00	4.5[2]	9,939 91

26	East Wareham, Onset Bay & Pt. Ind.,	–	–	–	73 81	–	–	4,099 99
27	Fitchburg & Leominster,	–	–	4,204 98	25,662 43	20,000 00	8	139,731 82
28	Fitchburg & Suburban,	–	–	1,162 77	5,144 82	–	–	21,355 02
29	Framingham, Southboro' & Marlboro',	–	–	–	2,459 30	–	–	17,760 22
30	Framingham Union,	–	–	–	7,478 19	–	–	25,787 04
31	Gardner Electric,	–	–	–	2,502 20	–	–	15,906 69
32	Gardner, Westminster & Fitchburg,	–	–	–	370 83	–	–	487 24
33	Georgetown, Rowley & Ipswich,	–	–	–	–	–	–	–
34	Globe (Fall River),	–	–	20,000 00	105,904 80	–	–	304,376 54
35	Gloucester,	1,650 00	–	–	13,313 65	9,000 00	5	87,139 53
36	Gloucester, Essex & Beverly,	–	–	–	11,421 92	–	–	58,726 42
37	Gloucester & Rockport,	–	–	–	–	1,800 00	6	1,800 00
38	Grafton, Upton & Milford,	–	–	–	–	–	–	–
39	Greenfield & Turner's Falls,	–	–	–	7,799 90	4,000 00	4	34,195 46
40	Hanover,	–	–	–	1,156 51	–	–	10,743 30
41	Haverhill & Amesbury,	–	–	1,735 14	31,454 30	–	–	99,430 47
42	Haverhill, Georgetown & Danvers,	–	–	15 00	3,358 48	3,600 00	6	22,775 31
43	Hingham,	900 00	–	3,753 30	16,783 62	–	–	42,458 32
44	Holbrook & Weymouth,	–	–	–	–	–	–	–
45	Holyoke,	6,000 00	–	2,389 78	43,086 12	40,000 00	8	238,115 38
46	Hoosac Valley (North Adams, etc.),	–	–	3,347 62	10,657 39	6,000 00	6	72,553 60
47	Interstate Consolidated (of R. I.),	–	–	–	16,597 70	22,800 00	6	166,729 70
48	Leominster & Clinton,	–	2,000 00	2,779 80	18,971 00	–	–	43,148 77
49	Lexington & Boston,	–	–	–	–	–	–	–
50	Lowell, Lawrence & Haverhill,	–	–	33,595 90	137,115 99	75,000 00	5[3]	503,919 53
51	Lowell & Suburban,	–	–	12,845 82	103,954 94	60,000 00	6[4]	398,331 16
52	Lynn & Boston,	126,187 23	–	105,000 00	605,045 09	101,280 00	8	1,565,107 13
53	Mansfield & Easton,	–	–	–	2,582 53	–	–	7,249 78
54	Mansfield & Norton,	–	–	–	2,067 58	–	–	7,016 88
55	Marlborough,	–	–	–	8,416 73	–	–	53,570 00

[1] One and one-half per cent on $596,000 and six and one-half per cent on $700,000 of capital stock.

[2] On $50,000 capital stock.

[3] On $1,500,000 of capital stock.

[4] On $1,000,000 of capital stock.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Expenditures for the Year ending September 30, 1899 — Continued.						
		57. — Rentals of Leased Railways.	**58.** — Payments to Sinking Funds, etc.	**59.** — Other Charges on Income.	**60.** — Total Charges on Income.	**61.** — Dividends Paid.	**62.** — Percentage of Dividend Paid.	**63.** — Gross Expenditures.
56	Martha's Vineyard,	–	–	–	$297 56	–	–	$1,253 78
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
58	Milford, Holliston & Framingham,	–	–	$2,809 75	16,479 52	$16,800 00	8	88,930 59
59	Mt. Tom (Northampton),	–	–	–	–	6,000 00	6	6,000 00
60	Mystic Valley (Stoneham, etc.),	–	–	–	6,110 86	–	–	29,990 74
61	Natick & Cochituate,	–	–	–	4,247 33	8,000 00	8	62,855 76
62	Needham & Boston,	–	–	–	89 92	–	–	2,681 97
63	New Bedford, Middleboro' & Brockton,	–	–	–	4,296 41	–	–	12,498 15
64	Newton,	–	–	–	16,159 44	16,800 00	8[1]	105,613 26
65	Newton & Boston,	–	–	–	12,483 77	7,500 00	3.75	80,272 80
66	Newtonville & Watertown,	–	–	730 22	3,000 19	2,000 00	4	5,000 19
67	Norfolk Central (Dedham, etc.),	–	–	7,368 18	16,867 74	–	–	47,987 93
68	Norfolk Southern (Dedham, etc.),	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	–	–	2,000 00	11,664 42	15,000 00	8	97,768 95
70	Norfolk Western (Dedham, etc.),	–	–	–	833 33	–	–	9,736 67
71	Northampton,	–	–	395 68	9,542 43	24,000 00	8	95,487 50
72	Northampton & Amherst,	–	–	–	–	–	–	–
73	North End (Worcester),	–	–	170 90	3,920 90	4,125 00	3.25	8,045 90
74	North Woburn,	–	–	–	8,223 31	–	–	40,474 32
75	Norton & Attleborough,	–	–	–	2,325 59	–	–	10,317 58
76	Norton & Taunton,	–	–	–	8,047 17	–	–	30,734 64
77	Palmer & Monson,	–	–	641 95	4,590 54	–	–	25,152 57
78	Pittsfield Electric,	–	–	362 90	5,923 18	4,800 00	6	64,854 40
79	Plum Island Electric (Newbury, etc.),	–	–	2,951 42	4,445 61	–	–	10,432 84
80	Plymouth & Kingston,	–	–	–	5,228 71	1,500 00	1.5	47,410 65

81	Plymouth & Sandwich,	-	-	-	639 50	-	-	3,648 59
82	Providence & Taunton,	-	-	-	12,011 90	4,375 00	2.5	54,972 64
83	Quincy & Boston,	-	-	-	21,892 22	35,000 00	7[2]	167,574 74
84	Reading & Lowell,	-	-	-	4,524 37	-	-	25,073 51
85	Rockland & Abington,	-	-	-	9,221 95	-	-	59,503 61
86	Rockport,	-	-	-	3,133 06	3,000 00	3	27,285 71
87	Salem & Wakefield,	-	-	2,494 34	4,889 57	-	-	15,562 19
88	Shelburne Falls & Colrain,	-	-	-	3,691 58	-	-	11,563 58
89	Somerville,	-	-	-	-	9,180 00	6	9,180 00
90	Southbridge & Sturbridge,	-	-	3,588 00	7,835 95	2,400 00	4	30,578 34
91	South Middlesex (Natick, etc.),	-	-	-	9,582 60	6,000 00	6	55,061 68
92	South Shore & Boston (Hingham, etc.),	-	$557 00	-	7,496 19	-	-	45,167 79
93	Springfield,	-	-	-	71,810 21	116,672 00	8	621,970 83
94	Stoughton & Randolph,	-	-	-	-	-	-	-
95	Taunton,	-	-	5,841 63	41,926 37	-	-	82,289 86
96	Taunton & Brockton,	-	-	3,000 00	10,074 27	8,000 00	8	52,972 08
97	Templeton,	-	-	-	-	-	-	-
98	Union (New Bedford, etc.),	-	6,000 00	1,295 42	45,531 94	36,000 00	8	211,929 57
99	Wakefield & Stoneham,	-	-	-	16,321 19	-	-	70,196 44
100	Warren, Brookfield & Spencer,	-	-	3,250 18	15,605 75	3,750 00	2.5	56,641 52
101	Webster & Dudley,	-	-	-	81 14	-	-	13,345 33
102	Wellesley & Boston,	-	-	-	1,635 87	8,900 00	8[3]	46,880 57
103	West End (Boston, etc.),	-	-	7,422 50	7,422 50	1,147,950 00	7 and 8[4]	1,155,372 50
104	West Roxbury & Roslindale,	-	-	-	16,771 03	6,750 00	4.5[5]	77,451 95
105	Winnisimmet (Chelsea),	-	-	-	-	3,000 00	6	3,000 00
106	Woburn & Reading,	-	-	-	2,275 03	-	-	13,312 18
107	Woonsocket (of Rhode Island),	-	-	-	20,596 31	-	-	79,111 76
108	Worcester & Blackstone Valley,	-	-	-	948 49	2,400 00	4	18,223 83
109	Worcester & Clinton,	-	-	-	5,075 17	-	-	28,929 02
110	Worcester Consolidated,	$12,750 00	-	5,447 95	95,742 40	56,000 00	8	590,902 19

[1] On $210,000 of capital stock.
[2] On $500,000 of capital stock.
[3] Eight per cent on $500,000 and six per cent on $15,000 capital stock.
[4] Eight per cent on preferred stock, $512,000, and seven per cent on common stock, $635,900; total, $1,147,950.
[5] On $150,000 of capital stock.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Concluded.						
		57. — Rentals of Leased Railways.	**58.** — Payments to Sinking Funds, etc.	**59.** — Other Charges on Income.	**60.** — Total Charges on Income.	**61.** — Dividends Paid.	**62.** — Percentage of Dividend Paid.	**63.** — Gross Expenditures.
111	Worcester & Marlborough,	–	–	–	$13,867 83	$6,000 00	3[1]	$64,408 34
112	Worcester & Shrewsbury R.R.,	–	–	$1,825 00	2,925 00	–	–	2,925 00
113	Worcester & Shrewsbury St. Ry.,	–	–	–	–	1,000 00	5	1,000 00
114	Worcester & Suburban,	–	–	6,848 20	38,727 00	10,850 00	2	163,580 54
115	Woronoco (Westfield),	–	–	1,517 51	4,546 10	–	–	26,538 83
116	Worcester & Webster,	–	–	–	–	–	–	–
	Totals,	$1,304,617 23	$15,820 66	$506,047 72	$4,637,908 41	$2,318,398 00	5.60	$19,334,793 87

[1] On $200,000 of capital stock.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	CONDENSED EXHIBIT FOR THE YEAR.						
		64. — Net Earnings from Operation.	**65.** — All other Income.	**66.** — Total Income above Operating Expenses.	**67.** — Interest, Taxes, and other Charges.	**68.** — Net Divisible Income.	**69.** — Dividends Declared.	**70.** — Surplus for the Year.
1	Amesbury & Hampton,	$2,020 41	–	$2,020 41	–	$2,020 41	–	$2,020 41
2	Amherst & Sunderland,	2,479 67	–	2,479 67	$1,636 20	843 47	–	843 47
3	Athol & Orange,	10,365 58	–	10,365 58	3,271 18	7,094 40	$4,800 00	2,294 40
4	Beverly & Danvers,	2,850 04	–	2,850 04	2,527 57	322 47	–	322 47
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,	–	$7,260 00	7,260 00	–	7,260 00	7,260 00	–
7	Boston Elevated,	2,844,290 37	84,695 58	2,928,985 95	2,615,387 76	313,598 19	262,500 00	51,098 19
8	Boston & Revere Electric,	–	2,500 00	2,500 00	–	2,500 00	2,500 00	–
9	Braintree,	4,330 30*d*	–	4,330 30*d*	2,968 60	7,298 90*d*	3,500 00	–
10	Braintree & Weymouth,	8,188 77	–	8,188 87	5,616 28	2,572 49	7,200 00	–
11	Bridgewater, Whitman & Rockland,	2,697 78	–	2,697 78	5,764 73	3,066 95*d*	–	–
12	Brockton,	162,052 41	4,346 42	166,398 83	100,530 85	65,867 98	54,440 00	11,427 98
13	Brockton, Bridgewater & Taunton,	21,255 07	–	21,255 07	18,676 72	2,578 35	6,750 00	–
14	Brockton & East Bridgewater,	2,996 66	–	2,996 66	2,844 32	152 34	1,250 00	–
15	Boston, Milton & Brockton,	4,266 31	–	4,266 31	2,306 66	1,959 65	–	1,959 65
16	Citizen's Electric (Newburyport, etc.),	15,421 53	–	15,421 53	2,642 86	12,778 67	–	12,778 67
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	22,509 84	–	22,509 84	8,253 87	14,255 97	12,900 00	1,355 97
19	Conway Electric,	2,594 20	–	2,594 20	3,406 62	812 42*d*	–	–
20	Cottage City,	568 15	–	568 15	1,634 80	1,066 65*d*	–	–

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	CONDENSED EXHIBIT FOR THE YEAR — Continued.						
		64. — Net Earnings from Operation.	**65.** — All other Income.	**66.** — Total Income above Operating Expenses.	**67.** — Interest, Taxes, and other Charges.	**68.** — Net Divisible Income.	**69.** — Dividends Declared.	**70.** — Surplus for the Year.
21	Dartmouth & Westport,	$30,137 14	–	$30,137 14	$18,385 24	$11,751 90	$12,000 00	–
22	Dighton, Somerset & Swansea,	14,407 06	$1,542 19	15,949 25	15,779 90	169 35	–	$169 35
23	East Middlesex (Malden, etc.),	–	24,500 00	24,500 00	525 00	23,975 00	23,816 00	159 00
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	5,485 29	–	5,485 29	789 00	4,696 29	2,250 00	2,446 29
26	East Wareham, Onset Bay & Pt. Ind.,	621 03	–	621 03	73 81	547 22	–	547 22
27	Fitchburg & Leominster,	46,220 80	–	46,220 80	25,662 43	20,558 37	20,000 00	558 37
28	Fitchburg & Suburban,	6,386 05	–	6,386 05	5,144 82	1,241 23	–	1,241 23
29	Framingham, Southboro' & Marlboro',	4,387 34	–	4,387 34	2,459 30	1,928 04	–	1,928 04
30	Framingham Union,	13,839 54	–	13,839 54	7,478 19	6,361 35	–	6,361 35
31	Gardner Electric,	2,854 65	–	2,854 65	2,502 20	352 45	–	352 45
32	Gardner, Westminster & Fitchburg,	53 07	–	53 07	370 83	317 76*d*	–	–
33	Georgetown, Rowley & Ipswich,	–	–	–	–	–	–	–
34	Globe (Fall River),	138,689 30	–	138,689 30	105,904 80	32,784 50	–	32,784 50
35	Gloucester,	8,492 78	–	8,492 78	13,313 65	4,820 87*d*	9,000 00	–
36	Gloucester, Essex & Beverly,	14,064 01	–	14,064 01	11,421 92	2,642 09	–	2,642 09
37	Gloucester & Rockport,	–	1,800 00	1,800 00	–	1,800 00	1,800 00	–
38	Grafton, Upton & Milford,	–	–	–	–	–	–	–
39	Greenfield & Turner's Falls,	14,667 49	–	14,667 49	7,799 90	6,867 59	4,000 00	2,867 59
40	Hanover,	327 85	–	327 85	1,156 51	828 66*d*	–	–
41	Haverhill & Amesbury,	33,960 50	–	33,960 50	31,454 30	2,506 20	–	2,506 20
42	Haverhill, Georgetown & Danvers,	7,482 22	–	7,482 22	3,358 48	4,123 74	3,600 00	523 74
43	Hingham,	4,402 78	–	4,402 78	16,783 62	12,380 84*d*	–	–
44	Holbrook & Weymouth,	–	–	–	–	–	–	–
45	Holyoke,	78,049 71	8,140 00	86,189 71	43,086 12	43,103 59	40,000 00	3,103 59

46	Hoosac Valley (North Adams, etc.),	25,060 34	2,807 60	27,867 94	10,657 39	17,210 55	6,000 00	11,210 55
47	Interstate Consolidated (of R. I.),	24,627 65	588 04	25,215 69	16,597 70	8,617 99	22,800 00	-
48	Leominster & Clinton,	26,088 58	-	26,088 58	18,971 00	7,117 58	-	7,117 58
49	Lexington & Boston,	-	-	-	-	-	-	-
50	Lowell, Lawrence & Haverhill,	212,807 64	5,608 50	218,416 14	137,115 99	81,300 15	75,000 00	6,300 15
51	Lowell & Suburban,	178,669 94	5,201 65	183,871 59	103,954 94	79,916 65	60,000 00	19,916 65
52	Lynn & Boston,	704,686 75	6,708 35	711,395 10	605,045 09	106,350 01	101,280 00	5,070 01
53	Mansfield & Easton,	321 70*d*	-	321 70*d*	2,582 53	2,904 23*d*	-	-
54	Mansfield & Norton,	544 65*d*	-	544 65*d*	2,067 58	2,612 23*d*	-	-
55	Marlborough,	8,414 22	-	8,414 22	8,416 73	2 51*d*	-	-
56	Martha's Vineyard,	484 58	-	484 58	297 56	187 02	-	187 02
57	Milford, Attleborough & Woonsocket,	-	-	-	-	-	-	-
58	Milford, Holliston & Framingham,	38,797 64	-	38,797 64	16,479 52	22,318 12	16,800 00	5,518 12
59	Mt. Tom (Northampton),	-	6,027 27	6,027 27	-	6,027 27	6,000 00	27 27
60	Mystic Valley (Stoneham, etc.),	10,049 35	-	10,049 35	6,110 86	3,938 49	-	3,938 49
61	Natick & Cochituate,	13,762 78	-	13,762 78	4,247 33	9,515 45	8,000 00	1,515 45
62	Needham & Boston,	241 00	-	241 00	89 92	151 08	-	151 08
63	New Bedford, Middleboro' & Brockton,	4,413 86	-	4,413 86	4,296 41	117 45	-	117 45
64	Newton,	32,962 97	-	32,962 97	16,159 44	16,803 53	16,800 00	3 53
65	Newton & Boston,	13,375 15	-	13,375 15	12,483 77	891 38	7,500 00	-
66	Newtonville & Watertown,	-	6,247 56	6,247 56	3,000 19	3,247 37	2,000 00	1,247 37
67	Norfolk Central (Dedham, etc.),	7,682 41	7,886 49	15,568 90	16,867 74	1,298 84*d*	-	-
68	Norfolk Southern (Dedham, etc.),	-	-	-	-	-	-	-
69	Norfolk Suburban (Hyde Park, etc.),	29,816 24	-	29,816 24	11,664 42	18,151 82	15,000 00	3,151 82
70	Norfolk Western (Dedham, etc.),	938 86	-	938 86	833 33	105 53	-	105 53
71	Northampton,	41,139 10	-	41,139 10	9,542 43	31,596 67	24,000 00	7,596 67
72	Northampton & Amherst,	-	-	-	-	-	-	-
73	North End (Worcester),	-	8,000 00	8,000 00	3,920 90	4,079 10	4,125 00	-
74	North Woburn,	12,511 94	-	12,511 94	8,223 31	4,288 63	-	4,288 63
75	Norton & Attleborough,	1,061 86	-	1,061 86	2,325 59	1,263 73*d*	-	-

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	CONDENSED EXHIBIT FOR THE YEAR — Continued.						
		64. — Net Earnings from Operation.	**65.** — All other Income.	**66.** — Total Income above Operating Expenses.	**67.** — Interest, Taxes, and other Charges.	**68.** — Net Divisible Income.	**69.** — Dividends Declared.	**70.** — Surplus for the Year.
76	Norton & Taunton,	$194 47*d*	–	$194 47*d*	$8,047 17	$8,241 64*d*	–	–
77	Palmer & Monson,	963 97*d*	–	963 97*d*	4,590 54	5,554 51*d*	–	–
78	Pittsfield Electric,	18,849 35	$95 75	18,945 10	5,923 18	13,021 92	$4,800 00	$8,221 92
79	Plum Island Electric (Newbury, etc.),	6,160 47	868 70	7,029 17	4,445 61	2,583 56	–	2,583 56
80	Plymouth & Kingston,	1,345 74	–	1,345 74	5,228 71	3,882 97*d*	1,500 00	–
81	Plymouth & Sandwich,	1,121 11	–	1,121 11	639 50	481 61	–	481 61
82	Providence & Taunton,	23,508 90	–	23,508 90	12,011 90	11,497 00	4,375 00	71,22 00
83	Quincy & Boston,	64,533 64	–	64,533 64	21,892 22	42,641 42	35,000 00	7,641 42
84	Reading & Lowell,	2,625 63*d*	–	2,625 63*d*	4,524 37	7,150 00*d*	–	–
85	Rockland & Abington,	6,950 42	224 29	7,174 71	9,221 95	2,047 24*d*	–	–
86	Rockport,	8,919 56	–	8,919 56	3,133 06	5,786 50	3,000 00	2,786 50
87	Salem & Wakefield,	83 62	1,393 41	1,477 03	4,889 57	3,412 54*d*	–	–
88	Shelburne Falls & Colrain,	5,024 38	–	5,024 38	3,691 58	1,332 80	–	1,332 80
89	Somerville,	–	9,180 00	9,180 00	–	9,180 00	9,180 00	–
90	Southbridge & Sturbridge,	9,019 36	1,145 28	10,164 64	7,835 95	2,328 69	2,400 00	–
91	South Middlesex (Natick, etc.),	20,772 65	–	20,772 65	9,582 60	11,190 05	6,000 00	5,190 05
92	South Shore & Bost'n (Hingham, etc.),	27,326 98	1,815 21	29,142 19	7,496 19	21,646 00	–	21,646 00
93	Springfield,	192,542 28	–	192,542 28	71,810 21	120,732 07	116,672 00	4,060 07
94	Stoughton & Randolph,	–	–	–	–	–	–	–
95	Taunton,	40,143 63	3,995 55	44,139 18	41,926 37	2,212 81	–	2,212 81
96	Taunton & Brockton,	19,416 92	–	19,416 92	10,074 27	9,342 65	8,000 00	1,342 65
97	Templeton,	–	–	–	–	–	–	–
98	Union (New Bedford, etc.),	94,070 77	–	94,070 77	45,531 94	48,538 83	36,000 00	12,538 83
99	Wakefield & Stoneham,	9,963 80	–	9,963 80	16,321 19	6,357 39*d*	–	–
100	Warren, Brookfield & Spencer,	20,856 59	–	20,856 59	15,605 75	5,250 84	3,750 00	1,500 84

101	Webster & Dudley,	797 39*d*	–	797 39*d*	81 14	878 53*d*	–	–
102	Wellesley & Boston,	16,679 66	–	16,679 66	1,635 87	15,043 79	8,900 00	6,143 79
103	West End (Boston, etc.),	–	1,155,450 00	1,155,450 00	7,422 50	1,148,027 50	1,147,950 00	77 50
104	West Roxbury & Roslindale,	25,415 33	–	25,415 33	16,771 03	8,644 30	6,750 00	1,894 30
105	Winnisimmet (Chelsea),	–	3,000 00	3,000 00	–	3,000 00	3,000 00	–
106	Woburn & Reading,	120 16*d*	–	120 16*d*	2,275 03	2,395 19*d*	–	–
107	Woonsocket (of Rhode Island),	2,238 42	–	2,238 42	20,596 31	18,357 89*d*	–	–
108	Worcester & Blackstone Valley,	1,685 41	–	1,685 41	948 49	736 92	2,400 00	–
109	Worcester & Clinton,	9,857 33	2,000 00	11,857 33	5,075 17	6,782 16	–	6,782 16
110	Worcester Consolidated,	170,993 26	–	170,993 26	95,742 40	75,250 86	56,000 00	19,250 86
111	Worcester & Marlborough,	20,647 31	–	20,647 31	13,867 83	6,779 48	6,000 00	779 48
112	Worcester & Shrewsbury R.R.,	–	3,760 27	3,760 27	2,925 00	835 27	–	835 27
113	Worcester & Shrewsbury St. Ry.,	–	1,000 00	1,000 00	–	1,000 00	1,000 00	–
114	Worcester & Suburban,	42,940 71	–	42,940 71	38,727 00	4,213 71	10,850 00	–
115	Woronoco (Westfield),	5,214 52	–	5,214 52	4,546 10	668 42	–	668 42
116	Worcester & Webster,	–	–	–	–	–	–	–
	Totals,	$5,773,062 11	$1,367,788 11	$7,140,850 22	$4,637,908 41	$2,502,941 81	$2,318,398 00	$334,848 43

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	CONDENSED EXHIBIT FOR THE YEAR — Continued.						
		71. — Deficit for the Year.	**72.** — Surplus Sept. 30, 1898.	**73.** — Deficit Sept. 30, 1898.	**74.** — Credits during Year.	**75.** — Debits during Year.	**76.** — Surplus Sept. 30, 1899.	**77.** — Deficit Sept. 30, 1899.
1	Amesbury & Hampton,	–	–	–	–	–	$2,020 41	–
2	Amherst & Sunderland,	–	–	$3,581 61	–	–	–	$2,738 14
3	Athol & Orange,	–	$16,623 15	–	–	–	18,917 55	–
4	Beverly & Danvers,	–	–	6,901 83	–	–	–	6,579 36
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	–	214,077 16	–	–	–	265,175 35	–
8	Boston & Revere Electric,	–	–	11,363 18	–	–	–	11,363 18
9	Braintree,	$10,798 90	979 07	–	$10,715 06	$895 23	–	–
10	Braintree & Weymouth,	4,627 51	8,680 27	–	–	4,052 76	–	–
11	Bridgewater, Whitman & Rockland,	3,066 95	–	3,451 90	8,962 29	2,443 44	–	–
12	Brockton,	–	50,424 79	–	10,400 00	20,000 00	52,252 77	–
13	Brockton, Bridgewater & Taunton,	4,171 65	13,622 49	–	–	–	9,450 84	–
14	Brockton & East Bridgewater,	1,097 66	2,727 48	–	–	–	1,629 82	–
15	Boston, Milton & Brockton,	–	–	–	–	–	1,959 65	–
16	Citizen's Electric (Newburyport, etc.),	–	–	–	–	–	12,778 67	–
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	–	2,097 00	–	–	–	3,452 97	–
19	Conway Electric,	812 42	–	8,697 24	–	–	–	9,509 66
20	Cottage City,	1,066 65	2,548 04	–	–	–	1,481 39	–
21	Dartmouth & Westport,	248 10	19,108 04	–	1,063 66	–	19,923 60	–
22	Dighton, Somerset & Swansea,	–	6,077 15	–	1,513 07	13,514 76	–	5,755 19
23	East Middlesex (Malden, etc.),	–	–	12,081 82	–	–	–	11,922 82
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	–	–	–	–	–	2,446 29	–

26	East Wareham, Onset Bay & Pt Ind.,	–	–	1,183 32	–	–	–		636 10
27	Fitchburg & Leominster,	–	17,662 24	–	70 27	–	18,290 88		–
28	Fitchburg & Suburban,	–	1,687 23	–	–	–	2,928 46		–
29	Framingham, Southboro' & Marlboro',	–	1,023 65	–	–	–	2,951 69		–
30	Framingham Union,	–	4,103 54	–	–	451 58	10,013 31		–
31	Gardner Electric,	–	–	2,568 14	–	–	–		2,215 69
32	Gardner, Westminster & Fitchburg,	317 76	–	–	–	–	–		317 76
33	Georgetown, Rowley & Ipswich,	–	–	–	–	–	–		–
34	Globe (Fall River),	–	17,241 70	–	2,364 13	9,251 84	43,138 49		–
35	Gloucester,	13,820 87	23,621 24	–	–	–	9,800 37		–
36	Gloucester, Essex & Beverly,	–	3,145 03	–	–	–	5,787 12		–
37	Gloucester & Rockport,	–	1,800 00	–	–	1,800 00	–		–
38	Grafton, Upton & Milford,	–	–	–	–	–	–		–
39	Greenfield & Turner's Falls,	–	6,535 01	–	–	–	9,402 60		–
40	Hanover,	828 66	–	4,694 44	5,548 23	25 13	–		–
41	Haverhill & Amesbury,	–	11,582 83	–	–	–	14,089 03		–
42	Haverhill, Georgetown & Danvers,	–	6,597 31	–	1,050 00	–	8,171 05		–
43	Hingham,	12,380 84	–	10,876 80	23,257 64	–	–		–
44	Holbrook & Weymouth,	–	–	–	–	–	–		–
45	Holyoke,	–	65,260 41	–	–	–	68,364 00		–
46	Hoosac Valley (North Adams, etc.),	–	21,809 78	–	–	9,400 00	23,620 33		–
47	Interstate Consolidated (of R. I.),	14,182 01	47,474 88	–	–	12,270 21	21,022 66		–
48	Leominster & Clinton,	–	–	10,748 47	1 94	–	–		3,628 95
49	Lexington & Boston,	–	–	–	–	–	–		–
50	Lowell, Lawrence & Haverhill,	–	100,777 21	–	–	–	107,077 36		–
51	Lowell & Suburban,	–	37,565 83	–	–	13,841 65	43,640 83		–
52	Lynn & Boston,	–	96,664 56	–	7,455 28	7,890 67	101,299 18		–
53	Mansfield & Easton,	2,904 23	–	–	2,904 23	–	–		–
54	Mansfield & Norton,	2,612 23	–	–	2,612 23	–	–		–
55	Marlborough,	2 51	208 23	–	–	–	205 72		–

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	CONDENSED EXHIBIT FOR THE YEAR — Continued.						
		71. — Deficit for the Year.	**72.** — Surplus Sept. 30, 1898.	**73.** — Deficit Sept. 30, 1898.	**74.** — Credits during Year.	**75.** — Debits during Year.	**76.** — Surplus Sept. 30, 1899.	**77.** — Deficit Sept. 30, 1899.
56	Martha's Vineyard,	–	$422 15	–	–	–	$609 17	–
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
58	Milford, Holliston & Framingham,	–	17,423 41	–	–	–	22,941 53	–
59	Mt. Tom (Northampton),	–	549 41	–	–	–	576 68	–
60	Mystic Valley (Stoneham, etc.),	–	1,564 95	–	$365 50	–	5,868 94	–
61	Natick & Cochituate,	–	9,710 56	–	–	–	11,226 01	–
62	Needham & Boston,	–	–	–	–	–	151 08	–
63	New Bedford, Middleboro' & Brockton,	–	–	–	–	–	117 45	–
64	Newton,	–	21,154 32	–	–	–	21,157 85	–
65	Newton & Boston,	$6,608 62	5,972 90	–	–	–	–	$635 72
66	Newtonville & Watertown,	–	–	$2,690 69	–	–	–	1,443 32
67	Norfolk Central (Dedham, etc.),	1,298 84	–	1,897 19	–	$2,218 78	–	5,414 81
68	Norfolk Southern (Dedham, etc.),	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	–	14,121 57	–	–	2,505 08	14,768 31	–
70	Norfolk Western (Dedham, etc.),	–	–	–	–	–	105 53	–
71	Northampton,	–	21,948 46	–	–	–	29,545 13	–
72	Northampton & Amherst,	–	–	–	–	–	–	–
73	North End (Worcester),	45 90	–	19,238 52	–	–	–	19,284 42
74	North Woburn,	–	–	8,134 90	–	1,801 46	–	5,647 73
75	Norton & Attleborough,	1,263 73	119 81	–	1,143 92	–	–	–
76	Norton & Taunton,	8,241 64	70 47	–	–	6,660 38	–	14,831 55
77	Palmer & Monson,	5,554 51	–	67 83	–	–	–	5,622 34
78	Pittsfield Electric,	–	12,239 38	–	–	7,000 00	13,461 30	–
79	Plum Island Electric (Newbury, etc.),	–	3,851 37	–	1,720 12	2,950 00	5,205 05	–
80	Plymouth & Kingston,	5,382 97	3,520 79	–	–	1,619 38	–	3,481 56

81	Plymouth & Sandwich,	-	20,451 06	-	907 73	-	481 61	-
82	Providence & Taunton,	-	50,000 00	-	16,600 00	-	28,480 79	-
83	Quincy & Boston,	7,150 00	-	6,699 14	-	15,663 66	58,577 76	13,849 14
84	Reading & Lowell,	2,047 24	4,542 66	-	-	2,495 42	-	-
85	Rockland & Abington,						12,297 42	-
86	Rockport,	-	9,510 92	-	-	-	-	-
87	Salem & Wakefield,	3,412 54	1,623 57	-	-	-	395 85	1,788 97
88	Shelburne Falls & Colrain,	-	-	936 95	-	-	-	-
89	Somerville,	-	-	-	-	-	4,027 04	-
90	Southbridge & Sturbridge,	71 31	4,098 35	-	-	-	-	-
91	South Middlesex (Natick, etc.),	-	9,360 67	-	-	167 57	14,383 15	-
92	South Shore & Boston (Hingham, etc.),	-	-	-	-	27,504 94	-	5,858 94
93	Springfield,	-	263,161 33	-	-	-	267,221 40	-
94	Stoughton & Randolph,	-	-	-	-	-	-	-
95	Taunton,	-	-	6,209 98	-	17,839 90	-	21,837 07
96	Taunton & Brockton,	-	2,267 92	-	-	-	3,610 57	-
97	Templeton,	-	-	-	-	-	-	-
98	Union (New Bedford, etc.),	-	50,000 00	-	-	12,538 83	50,000 00	-
99	Wakefield & Stoneham,	6,357 39	4,583 67	-	-	1,850 57	-	3,624 29
100	Warren, Brookfield & Spencer,	-	9,404 58	-	-	-	10,905 42	-
101	Webster & Dudley,	878 53	1,283 07	-	-	272 30	132 24	-
102	Wellesley & Boston,	-	4,023 77	-	-	3,000 00	7,167 56	-
103	West End (Boston, etc.),	-	73,313 10	-	-	-	73,390 60	-
104	West Roxbury & Roslindale,	-	11,014 80	-	-	3,492 10	9,417 00	-
105	Winnisimmet (Chelsea),	-	123 35	-	-	-	123 35	-
106	Woburn & Reading,	2,395 19	-	4,271 68	-	-	-	6,666 87
107	Woonsocket (of Rhode Island),	18,357 89	-	45,036 35	-	-	-	63,394 24
108	Worcester & Blackstone Valley,	1,663 08	2,423 61	-	176 19	-	936 72	-
109	Worcester & Clinton,	-	-	-	-	-	6,782 16	-
110	Worcester Consolidated,	-	116,785 86	-	-	19,700 00	116,336 72	-

Tabulated Statements from Reports of Street Railway Companies—Continued.

	RAILWAY COMPANIES.	CONDENSED EXHIBIT FOR THE YEAR—Concluded.						
		71.—Deficit for the Year.	**72.**—Surplus Sept. 30, 1898.	**73.**—Deficit Sept. 30, 1898.	**74.**—Credits during Year.	**75.**—Debits during Year.	**76.**—Surplus Sept. 30, 1899.	**77.**—Deficit Sept. 30, 1899.
111	Worcester & Marlborough,	–	$23,957 68	–	$109 00	$10,894 51	$13,951 65	–
112	Worcester & Shrewsbury R.R.,	–	85,212 15	–	–	–	86,047 42	–
113	Worcester & Shrewsbury St. Ry.,	–	22 05	–	–	–	22 05	–
114	Worcester & Suburban,	$6,636 29	9,952 52	–	–	–	3,316 23	–
115	Woronoco (Westfield),	–	–	$4,919 40	–	–	–	$4,250 98
116	Worcester & Webster,	–	–	–	–	–	–	–
	Totals,	$150,304 62	$1,671,511 56	$176,251 38	$98,940 49	$236,012 15	$1,775,031 13	$232,298 80

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	DESCRIPTION OF RAILWAY (LENGTH IN MILES).						
		78. — Main Track Owned.	**79.** — Sidings, Switches, etc., Owned.	**80.** — Total Track Owned.	**81.** — Main Track Operated.	**82.** — By Horse Power.	**83.** — By Electric Power.	**84.** — By Horse and Electric Power.
1	Amesbury & Hampton,	4.330	.280	4.610	4.330	–	4.330	–
2	Amherst & Sunderland,	4.353	.125	4.478	4.353	–	4.353	–
3	Athol & Orange,	6.880	.440	7.320	6.880	–	6.880	–
4	Beverly & Danvers,	3.095	.074	3.169	4.363	–	4.363	–
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,	4.116	.038	4.154	–	–	–	–
7	Boston Elevated,	–	–	–	292.469	2.741	289.728	–
8	Boston & Revere Electric,	3.734	.111	3.845	–	–	–	–
9	Braintree,	11.170	.540	11.710	14.260	–	14.260	–
10	Braintree & Weymouth,	11.718	.874	12.592	11.951	–	11.951	–
11	Bridgewater, Whitman & Rockland,	11.802	.431	12.233	13.143	–	13.143	–
12	Brockton,	44.641	2.106	46.747	44.641	–	44.641	–
13	Brockton, Bridgewater & Taunton,	20.463	.707	21.170	20.667	–	20.667	–
14	Brockton & East Bridgewater,	4.195	.130	4.325	9.286	–	9.286	–
15	Boston, Milton & Brockton,	10.028	.336	10.364	10.028	–	10.028	–
16	Citizen's Electric (Newburyport, etc.),	17.689	.566	18.255	17.689	–	17.689	–
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	12.376	.847	13.223	12.926	–	12.926	–
19	Conway Electric,	5.910	.440	6.350	5.910	–	5.910	–
20	Cottage City,	5.390	.500	5.890	5.390	–	5.390	–
21	Dartmouth & Westport,	9.307	.535	9.842	18.916	–	18.916	–
22	Dighton, Somerset & Swansea,	11.644	.923	12.567	16.326	–	16.326	–
23	East Middlesex (Malden, etc.),	16.500	1.810	18.310	–	–	–	–
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	4.099	.052	4.151	4.454	–	4.454	–

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Continued.						
		78. — Main Track Owned.	**79.** — Sidings, Switches, etc., Owned.	**80.** — Total Track Owned.	**81.** — Main Track Operated.	**82.** — By Horse Power.	**83.** — By Electric Power.	**84.** — By Horse and Electric Power.
26	East Wareham, Onset Bay & Pt. Ind.,	2.014	1.006	3.020	2.014	2.014	-	-
27	Fitchburg & Leominster,	22.302	1.390	23.692	22.302	-	22.302	-
28	Fitchburg & Suburban,	4.930	.220	5.150	4.930	-	4.930	-
29	Framingham, Southboro' & Marlboro',	7.395	.094	7.489	7.395	-	7.395	-
30	Framingham Union,	6.358	.478	6.836	6.358	-	6.358	-
31	Gardner Electric,	4.340	.114	4.454	4.340	-	4.340	-
32	Gardner, Westminster & Fitchburg,	11.520	-	11.520	5.230	-	5.230	-
33	Georgetown, Rowley & Ipswich,	-	-	-	-	-	-	-
34	Globe (Fall River),	29.125	1.396	30.521	29.125	-	29.125	-
35	Gloucester,	8.768	.405	9.173	10.259	-	10.259	-
36	Gloucester, Essex & Beverly,	21.797	.465	22.262	22.008	-	22.008	-
37	Gloucester & Rockport,	1.491	.083	1.574	-	-	-	-
38	Grafton, Upton & Milford,	-	-	-	-	-	-	-
39	Greenfield & Turner's Falls,	15.060	.410	15.470	15.060	-	15.060	-
40	Hanover,	7.342	.326	7.668	8.828	-	8.828	-
41	Haverhill & Amesbury,	25.209	1.422	26.631	25.854	-	25.854	-
42	Haverhill, Georgetown & Danvers,	5.871	.041	5.912	6.358	-	6.358	-
43	Hingham,	17.177	1.295	18.472	18.816	-	18.816	-
44	Holbrook & Weymouth,	-	-	-	-	-	-	-
45	Holyoke,	30.383	2.700	33.083	31.283	-	31.283	-
46	Hoosac Valley (North Adams, etc.),	13.006	.352	13.358	13.006	-	13.006	-
47	Interstate Consolidated (of R. I.),	22.591	3.554	26.145	22.591	-	22.591	-
48	Leominster & Clinton,	11.483	.347	11.830	11.483	-	11.483	-
49	Lexington & Boston,	-	-	-	-	-	-	-
50	Lowell, Lawrence & Haverhill,	63.069	1.800	64.869	64.816	-	64.816	-

51	Lowell & Suburban,	61.636	1.270	62.906	61.636	-	-	61.636	-
52	Lynn & Boston,	121.713	7.477	129.190	153.832	-	-	153.832	-
53	Mansfield & Easton,	10.300	.147	10.447	10.300	-	-	10.300	-
54	Mansfield & Norton,	5.354	.103	5.457	5.354	-	-	5.354	-
55	Marlborough,	7.541	.572	8.113	7.541	-	-	7.541	-
56	Martha's Vineyard,	1.100	-	1.100	1.100	-	-	1.100	-
57	Milford, Attleborough & Woonsocket,	-	-	-	-	-	-	-	-
58	Milford, Holliston & Framingham,	21.164	.231	21.395	21.189	-	-	21.189	-
59	Mt. Tom (Northampton),	.900	.100	1.000	-	-	-	-	-
60	Mystic Valley (Stoneham, etc.),	6.317	.215	6.532	6.317	-	-	6.317	-
61	Natick & Cochituate,	17.050	.950	18.000	17.050	-	-	17.050	-
62	Needham & Boston,	3.817	.153	3.970	3.817	-	-	3.817	-
63	New Bedford, Middleboro' & Brockton,	26.720	1.363	28.083	30.570	-	-	30.570	-
64	Newton,	13.296	.568	13.864	15.786	-	-	15.786	-
65	Newton & Boston,	9.031	.755	9.786	15.842	-	-	15.842	-
66	Newtonville & Watertown,	4.243	.280	4.523	-	-	-	-	-
67	Norfolk Central (Dedham, etc.),	6.601	.373	6.974	6.601	-	-	6.601	-
68	Norfolk Southern (Dedham, etc.),	21.000	-	21.000	-	-	-	-	-
69	Norfolk Suburban (Hyde Park, etc.),	11.556	.789	12.345	11.556	-	-	11.556	-
70	Norfolk Western (Dedham, etc.),	9.080	.631	9.711	9.080	-	-	9.080	-
71	Northampton,	17.125	1.431	18.556	17.125	-	-	17.125	-
72	Northampton & Amherst,	7.883	.246	8.129	-	-	-	-	-
73	North End (Worcester),	4.995	.135	5.130	-	-	-	-	-
74	North Woburn,	7.258	.425	7.683	7.693	-	-	7.693	-
75	Norton & Attleborough,	5.627	.201	5.828	5.627	-	-	5.627	-
76	Norton & Taunton,	29.000	.830	29.830	29.407	-	-	29.407	-
77	Palmer & Monson,	9.450	.160	9.610	9.450	-	-	9.450	-
78	Pittsfield Electric,	10.143	.513	10.656	10.143	-	-	10.143	-
79	Plum Island Electric (Newbury, etc.),	4.239	.342	4.581	5.046	-	-	5.046	-
80	Plymouth & Kingston,	8.750	.430	9.180	8.750	-	-	8.750	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Concluded.						
		78. — Main Track Owned.	**79.** — Sidings, Switches, etc., Owned.	**80.** — Total Track Owned.	**81.** — Main Track Operated.	**82.** — By Horse Power.	**83.** — By Electric Power.	**84.** — By Horse and Electric Power.
81	Plymouth & Sandwich,	4.413	.213	4.626	4.413	–	4.413	–
82	Providence & Taunton,	13.272	.580	13.852	14.936	–	14.936	–
83	Quincy & Boston,	38.342	2.017	40.359	39.223	–	39.223	–
84	Reading & Lowell,	11.842	.126	11.968	11.842	–	11.842	–
85	Rockland & Abington,	17.050	1.201	18.251	18.398	–	18.398	–
86	Rockport,	6.708	.080	6.788	7.468	–	7.468	–
87	Salem & Wakefield,	6.223	.140	6.363	6.223	–	6.223	–
88	Shelburne Falls & Colrain,	6.530	.480	7.010	6.530	–	6.530	–
89	Somerville,	7.780	.253	8.033	–	–	–	–
90	Southbridge & Sturbridge,	7.748	.262	8.010	7.748	–	7.748	–
91	South Middlesex (Natick, etc.),	12.949	.596	13.545	12.949	–	12.949	–
92	South Shore & Boston (Hingham, etc.),	65.676	3.550	69.226	72.280	–	72.280	–
93	Springfield,	64.024	4.676	68.700	64.024	–	64.024	–
94	Stoughton & Randolph,	–	–	–	–	–	–	–
95	Taunton,	17.133	1.263	18.396	17.541	–	17.541	–
96	Taunton & Brockton,	13.119	.420	13.539	17.291	–	17.291	–
97	Templeton,	2.000	–	2.000	–	–	–	–
98	Union (New Bedford, etc.),	20.284	3.603	23.887	20.284	–	20.284	–
99	Wakefield & Stoneham,	15.078	.752	15.830	15.678	–	15.678	–
100	Warren, Brookfield & Spencer,	19.219	.492	19.711	19.219	–	19.219	–
101	Webster & Dudley,	5.010	.210	5.220	5.010	–	5.010	–
102	Wellesley & Boston,	4.660	.210	4.870	8.420	–	8.420	–
103	West End (Boston, etc.),	290.401	37.127	327.528	–	–	–	–
104	West Roxbury & Roslindale,	14.531	.909	15.440	14.531	–	14.531	–
105	Winnisimmet (Chelsea),	2.010	.143	2.153	–	–	–	–

106	Woburn & Reading,	4.190	.041	4.231	5.020	–	5.020	–	–
107	Woonsocket (of Rhode Island),	18.499	.827	19.326	18.499	–	18.499	–	–
108	Worcester & Blackstone Valley,	7.060	.270	7.330	7.060	–	7.060	–	–
109	Worcester & Clinton,	11.630	.284	11.914	11.630	–	11.630	–	–
110	Worcester Consolidated,	43.313	1.018	44.331	52.538	–	49.848	2.690[1]	2.690[1]
111	Worcester & Marlborough,	16.870	.650	17.520	17.360	–	17.360	–	–
112	Worcester & Shrewsbury R.R.,	2.700	.500	3.200	–	–	–	–	–
113	Worcester & Shrewsbury St. Ry.,	.425	.034	.459	–	–	–	–	–
114	Worcester & Suburban,	21.913	1.429	23.342	21.913	–	21.913	–	–
115	Woronoco (Westfield),	7.084	.225	7.309	7.084	–	7.084	–	–
116	Worcester & Webster,	15.831	.256	16.087	–	–	–	–	–
	Totals,[2]	1,735.537	110.172	1,845.709	1,739.285	4.755	1,731.840	2.690[1]	2.690[1]

[1] By steam power.

[2] Not including the Braintree, the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, the Mansfield & Easton, the Mansfield & Norton, the Norton & Attleborough and the Rockland & Abington.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	DESCRIPTION OF EQUIPMENT.						
		85. — Box Passenger Cars.	**86.** — Open Passenger Cars.	**87.** — Other Cars and Vehicles.	**88.** — Electric Cars.	**89.** — Equipped with Fenders.	**90.** — Horses.	**91.** — Electric Motors.
1	Amesbury & Hampton,	2	9	–	11	11	–	22
2	Amherst & Sunderland,	2	2	1	4	–	–	8
3	Athol & Orange,	5	5	2	10	–	–	22
4	Beverly & Danvers,	1	1	1	2	2	–	4
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	1,507	1,451	1,163	2,735	2,735	315	3,668
8	Boston & Revere Electric,	–	–	–	–	–	–	–
9	Braintree,	7	5	1	12	12	1	16
10	Braintree & Weymouth,	10	14	8	24	24	–	33
11	Bridgewater, Whitman & Rockland,	6	6	2	12	12	–	24
12	Brockton,	56	69	31	120	120	6	171
13	Brockton, Bridgewater & Taunton,	11	13	9	24	24	1	56
14	Brockton & East Bridgewater,	3	3	–	6	6	–	12
15	Boston, Milton & Brockton,	7	8	2	15	15	–	30
16	Citizen's Electric (Newburyport, etc.),	12	15	12	27	27	3	36
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	11	28	8	39	39	1	74
19	Conway Electric,	2	–	7	2	–	–	4
20	Cottage City,	3	6	2	7	–	–	7
21	Dartmouth & Westport,	9	12	6	21	21	–	52
22	Dighton, Somerset & Swansea,	10	20	6	32	32	1	47
23	East Middlesex (Malden, etc.),	–	–	–	–	–	–	–
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	2	2	1	4	4	–	8

26	East Wareham, Onset Bay & Pt. Ind.,	4	8	11	–	–	–	–
27	Fitchburg & Leominster, . . .	23	27	27	50	50	4	86
28	Fitchburg & Suburban, . . .	3	7	3	10	10	–	20
29	Framingham, Southboro' & Marlboro',	3	5	2	8	8	–	16
30	Framingham Union, ...	10	11	3	9	9	–	11
31	Gardner Electric, ...	3	3	2	6	–	–	13
32	Gardner, Westminster & Fitchburg, .	–	4	2	4	4	–	8
33	Georgetown, Rowley & Ipswich, .	–	–	–	–	–	–	–
34	Globe (Fall River), ...	51	60	23	96	96	5	124
35	Gloucester, ...	7	16	11	23	23	3	38
36	Gloucester, Essex & Beverly, . .	8	16	8	24	24	2	46
37	Gloucester & Rockport, . . .	–	–	–	–	–	–	–
38	Grafton, Upton & Milford, . .	–	–	–	–	–	–	–
39	Greenfield & Turner's Falls, . .	5	8	4	13	–	1	24
40	Hanover, ...	2	6	2	8	8	–	14
41	Haverhill & Amesbury, . . .	16	36	19	36	36	5	61
42	Haverhill, Georgetown & Danvers, .	3	4	1	7	7	–	14
43	Hingham, ...	5	25	6	30	30	–	58
44	Holbrook & Weymouth, . . .	–	–	–	–	–	–	–
45	Holyoke, ...	34	53	18	87	87	4	143
46	Hoosac Valley (North Adams, etc.), .	10	15	5	23	25	–	23
47	Interstate Consolidated (of R. I.), .	20	25	5	45	33	2	84
48	Leominster & Clinton, ...	6	8	8	14	14	1	28
49	Lexington & Boston, ...	–	–	–	–	–	–	–
50	Lowell, Lawrence & Haverhill, . .	71	97	75	154	154	11	218
51	Lowell & Suburban, ...	64	80	61	122	122	10	266
52	Lynn & Boston, ...	254	363	187	537	526	34	763
53	Mansfield & Easton, ...	4	–	1	4	4	–	8
54	Mansfield & Norton, ...	3	–	1	3	3	–	6
55	Marlborough, ...	6	9	6	15	15	–	25

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	DESCRIPTION OF EQUIPMENT — Continued.						
		85. — Box Passenger Cars.	**86.** — Open Passenger Cars.	**87.** — Other Cars and Vehicles.	**88.** — Electric Cars.	**89.** — Equipped with Fenders.	**90.** — Horses.	**91.** — Electric Motors.
56	Martha's Vineyard,	–	2	–	2	–	–	4
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
58	Milford, Holliston & Framingham,	11	15	6	26	26	1	50
59	Mt. Tom (Northampton),	–	–	–	–	–	–	–
60	Mystic Valley (Stoneham, etc.),	3	4	2	7	7	–	14
61	Natick & Cochituate,	9	12	4	21	21	1	39
62	Needham & Boston,	3	4	–	7	7	–	14
63	New Bedford, Middleboro' & Brockton,	–	20	–	20	20	–	92
64	Newton,	17	18	14	35	35	2	40
65	Newton & Boston,	14	12	10	26	26	2	52
66	Newtonville & Watertown,	–	–	–	–	–	–	–
67	Norfolk Central (Dedham, etc.),	6	9	2	15	15	–	27
68	Norfolk Southern (Dedham, etc.),	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	14	19	4	33	33	–	57
70	Norfolk Western (Dedham, etc.),	4	3	4	7	7	1	12
71	Northampton,	16	16	14	34	34	3	62
72	Northampton & Amherst,	–	–	–	–	–	–	–
73	North End (Worcester),	–	–	–	–	–	–	–
74	North Woburn,	6	9	10	11	9	1	16
75	Norton & Attleborough,	2	4	1	6	6	–	12
76	Norton & Taunton,	10	8	5	18	18	–	36
77	Palmer & Monson,	4	14	4	18	–	–	40
78	Pittsfield Electric,	11	12	5	18	18	3	40
79	Plum Island Electric (Newbury, etc.),	–	8	3	8	8	–	16
80	Plymouth & Kingston,	6	9	5	15	15	1	30

81	Plymouth & Sandwich,	-	2	-	2	2	-	4
82	Providence & Taunton,	8	12	4	20	20	-	54
83	Quincy & Boston,	28	36	11	64	64	2	91
84	Reading & Lowell,	3	4	1	7	7	-	12
85	Rockland & Abington,	16	16	9	32	32	1	36
86	Rockport,	4	4	1	8	8	-	16
87	Salem & Wakefield,	3	4	-	7	7	-	12
88	Shelburne Falls & Colrain,	3	3	9	4	-	-	6
89	Somerville,	-	-	-	-	-	-	-
90	Southbridge & Sturbridge,	6	5	2	11	11	-	20
91	South Middlesex (Natick, etc.),	10	9	6	19	19	-	28
92	South Shore & Boston (Hingham, etc.),	39	67	33	106	106	2	165
93	Springfield,	96	93	40	198	198	8	414
94	Stoughton & Randolph,	-	-	-	-	-	-	-
95	Taunton,	26	22	10	31	31	1	41
96	Taunton & Brockton,	4	6	7	10	10	-	20
97	Templeton,	-	-	-	-	-	-	-
98	Union (New Bedford, etc.),	43	44	21	84	79	5	118
99	Wakefield & Stoneham,	11	11	9	22	22	2	32
100	Warren, Brookfield & Spencer,	6	10	4	16	16	-	32
101	Webster & Dudley,	2	4	2	6	6	-	12
102	Wellesley & Boston,	5	9	2	14	14	1	35
103	West End (Boston, etc.),	-	-	-	-	-	-	-
104	West Roxbury & Roslindale,	12	16	4	28	28	-	54
105	Winnisimmet (Chelsea),	-	-	-	-	-	-	-
106	Woburn & Reading,	2	3	1	5	5	-	8
107	Woonsocket (of Rhode Island),	10	22	15	26	-	-	50
108	Worcester & Blackstone Valley,	4	4	1	8	8	-	16
109	Worcester & Clinton,	7	6	5	13	13	-	28
110	Worcester Consolidated,	82	79	34	162	162	6	245

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	DESCRIPTION OF EQUIPMENT — Concluded.						
		85. — Box Passenger Cars.	**86.** — Open Passenger Cars.	**87.** — Other Cars and Vehicles.	**88.** — Electric Cars.	**89.** — Equipped with Fenders.	**90.** — Horses.	**91.** — Electric Motors.
111	Worcester & Marlborough,	12	8	7	20	19	–	40
112	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
113	Worcester & Shrewsbury St. Ry.,	–	–	–	–	–	–	–
114	Worcester & Suburban,	22	24	16	46	46	4	84
115	Woronoco (Westfield),	6	10	7	16	16	–	20
116	Worcester & Webster,	–	–	–	–	–	–	–
	Totals,[1]	2,832	3,210	2,076	5,616	5,495	455	8,530

[1] Not including the Braintree, the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, the Mansfield & Easton, the Mansfield & Norton, the Norton & Attleborough and the Rockland & Abington.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	VOLUME OF TRAFFIC.					STOCKHOLDERS.	
		92. — Total Passengers Carried.	**93.** — Average Number per Mile of Main Track Operated.	**94.** — Round Trips Run.	**95.** — Car Miles Run.	**96.** — Number of Employees.	**97.** — Total Number.	**98.** — In Massachusetts.
1	Amesbury & Hampton,	92,438	21,348	5,356	21,424	8	8	7
2	Amherst & Sunderland,	215,955	49,611	8,304	61,869	9	58	58
3	Athol & Orange,	600,933	87,344	8,091	111,338	16	8	7
4	Beverly & Danvers,	144,084	33,024	5,571	47,560	4	18	18
5	Blue Hill (Canton, etc.),	–	–	–	–	–	34	36
6	Boston & Chelsea,	–	–	–	–	–	103	77
7	Boston Elevated,	191,023,224	653,140	3,162,405	34,594,224	6,004	1,621	1,343
8	Boston & Revere Electric,	–	–	–	–	–	103	7
9	Braintree,	461,843	32,387	11,890	147,496	30	40	40
10	Braintree & Weymouth,	711,323	59,520	17,615	211,641	33	164	160
11	Bridgewater, Whitman & Rockland,	414,286	31,521	8,084	174,448	20	39	33
12	Brockton,	7,273,966	162,944	182,285	1,491,171	225	12	12
13	Brockton, Bridgewater & Taunton,	1,555,760	75,277	11,404	466,675	50	22	21
14	Brockton & East Bridgewater,	386 223	41,592	6,690	112,263	12	8	8
15	Boston, Milton & Brockton,	220,412	21,980	5,148	52,311	15	27	27
16	Citizen's Electric (Newburyport, etc.),	583,282	32,974	15,450	113,630	45	26	25
17	Clinton & Hudson,	–	–	–	–	–	20	20
18	Commonwealth Avenue (Newton),	1,432,884	110,853	44,989	377,670	45	22	22
19	Conway Electric,	55,098	9,323	1,664	25,844	6	80	76
20	Cottage City,	81,831	15,182	2,820	30,459	14	30	30
21	Dartmouth & Westport,	559,004	29,552	11,251	309,078	40	65	57
22	Dighton, Somerset & Swansea,	961,075	58,868	9,081	270,928	25	13	13
23	East Middlesex (Malden, etc.),	–	–	–	–	–	106	95
24	Easton,	–	–	–	–	–	49	49
25	East Taunton,	165,917	39,076	5,818	45,278	6	81	81

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	VOLUME OF TRAFFIC — Continued.					STOCKHOLDERS — Continued.	
		92. — Total Passengers Carried.	**93.** — Average Number per Mile of Main Track Operated.	**94.** — Round Trips Run.	**95.** — Car Miles Run.	**96.** — Number of Employees.	**97.** — Total Number.	**98.** — In Massachusetts.
26	East Wareham, Onset Bay & Pt. Ind.,	31,690	15,735	3,038	9,174	8	42	38
27	Fitchburg & Leominster,	2,825,880	126,710	93,440	778,089	80	68	64
28	Fitchburg & Suburban,	448,425	90,958	14,353	138,352	15	27	25
29	Framingham, Southboro & Marlboro',	323,841	43,792	10,419	153,013	–	6	6
30	Framingham Union,	680,140	106,974	26,544	135,332	14	37	36
31	Gardner Electric,	326,935	75,331	17,430	77,535	12	44	41
32	Gardner, Westminster & Fitchburg,	1,695	147	18	94	4	22	22
33	Georgetown, Rowley & Ipswich,	–	–	–	–	–	16	16
34	Globe (Fall River),	7,203,720	247,338	206,377	1,300,956	225	12	7
35	Gloucester,	1,424,428	138,847	32,693	265,405	40	6	6
36	Gloucester, Essex & Beverly,	1,227,110	55,757	10,564	348,632	48	7	7
37	Gloucester & Rockport,	–	–	–	–	–	13	13
38	Grafton, Upton & Milford,	–	–	–	–	–	–	–
39	Greenfield & Turner's Falls,	741,969	49,268	6,946	180,458	20	66	64
40	Hanover,	196,626	22,273	7,476	74,126	8	63	63
41	Haverhill & Amesbury,	1,654,494	63,994	12,565	432,040	50	19	16
42	Haverhill, Georgetown & Danvers,	462,818	72,793	9,534	120,187	10	15	15
43	Hingham,	591,320	31,426	31,939	231,040	35	61	52
44	Holbrook & Weymouth,	–	–	–	–	–	8	4
45	Holyoke,	4,468,059	142,827	129,439	1,172,660	201	151	135
46	Hoosac Valley (North Adams, etc.),	1,620,530	124,599	32,292	419,796	48	15	14
47	Interstate Consolidated (of R. I.),	3,024,178	133,863	46,155	656,889	92	7	2
48	Leominster & Clinton,	994,115	86,573	11,176	257,685	35	54	52
49	Lexington & Boston,	–	–	–	–	–	34	33
50	Lowell, Lawrence & Haverhill,	10,074,912	155,439	172,443	1,828,525	250	12	11

51	Lowell & Suburban,	8,190,103	132,879	248,679	1,939,163	320	112	98
52	Lynn & Boston,	30,287,399	196,886	562,753	6,032,174	1,277	13	13
53	Mansfield & Easton,	86,335	8,382	2,727	56,186	6	29	29
54	Mansfield & Norton,	87,465	16,336	3,674	39,341	5	21	21
55	Marlborough,	759,585	100,727	36,889	180,974	40	14	14
56	Martha's Vineyard,	28,816	2,619	2,057	4,525	4	–	–
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	7	7
58	Milford, Holliston & Framingham,	1,919,206	90,576	19,711	465,264	54	39	13
59	Mt. Tom (Northampton),	–	–	–	–	–	90	81
60	Mystic Valley (Stoneham, etc.),	673,571	106,628	12,689	158,618	21	17	17
61	Natick & Cochituate,	1,277,893	74,950	29,771	297,710	35	96	95
62	Needham & Boston,	57,568	15,082	666	26,663	10	11	11
63	New Bedford, Middleboro' & Brockton,	246,015	8,048	5,371	57,397	34	44	43
64	Newton,	2,095,701	132,757	48,512	478,169	60	81	79
65	Newton & Boston,	1,699,586	107,284	59,846	499,941	80	44	43
66	Newtonville & Watertown,	–	–	–	–	–	9	9
67	Norfolk Central (Dedham, etc.),	770,375	116,706	16,951	195,915	22	8	8
68	Norfolk Southern (Dedham, etc.),	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	2,052,597	177,622	39,509	434,607	59	9	9
70	Norfolk Western (Dedham, etc.),	196,408	21,631	4,966	89,388	18	35	35
71	Northampton,	2,021,087	118,020	52,961	522,298	67	181	154
72	Northampton & Amherst,	–	–	–	–	–	15	12
73	North End (Worcester),	–	–	–	–	–	18	18
74	North Woburn,	888,198	115,455	13,511	187,503	18	8	8
75	Norton & Attleborough,	180,061	31,999	5,796	65,223	6	22	22
76	Norton & Taunton,	448,080	15,237	12,374	423,689	48	100	99
77	Palmer & Monson,	393,885	41,681	15,750	161,159	22	105	101
78	Pittsfield Electric,	1,470,937	145,020	32,028	347,869	35	36	36
79	Plum Island Electric (Newbury, etc.),	242,954	48,148	4,040	36,386	16	8	7
80	Plymouth & Kingston,	780,562	89,207	13,475	210,917	24	44	40

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	VOLUME OF TRAFFIC — Concluded.					STOCKHOLDERS — Concluded.	
		92. — Total Passengers Carried.	**93.** — Average Number per Mile of Main Track Operated.	**94.** — Round Trips Run.	**95.** — Car Miles Run.	**96.** — Number of Employees.	**97.** — Total Number.	**98.** — In Massachusetts.
81	Plymouth & Sandwich,	43,775	9,920	2,002	17,755	6	28	26
82	Providence & Taunton,	1,219,170	81,626	9,278	259,788	25	9	8
83	Quincy & Boston,	3,590,477	91,540	85,478	693,273	135	46	46
84	Reading & Lowell,	353,245	29,830	5,948	140,837	15	11	11
85	Rockland & Abington,	1,104,948	60,058	31,986	314,934	55	19	13
86	Rockport,	600,462	80,405	9,798	146,968	10	7	7
87	Salem & Wakefield,	207,514	33,346	7,188	86,255	8	10	10
88	Shelburne Falls & Colrain,	162,598	24,900	4,746	30,887	11	102	98
89	Somerville,	–	–	–	–	–	6	6
90	Southbridge & Sturbridge,	581,461	75,047	10,307	144,298	15	53	52
91	South Middlesex (Natick, etc.),	1,195,879	92,353	10,765	279,898	30	41	38
92	South Shore & Boston (Hingham, etc.),	1,296,587	17,938	42,237	322,041	188	149	140
93	Springfield,	12,343,452	192,794	323,439	3,334,418	430	396	351
94	Stoughton & Randolph,	–	–	–	–	–	50	50
95	Taunton,	1,425,664	81,276	57,159	364,053	75	26	9
96	Taunton & Brockton,	1,083,145	62,642	8,085	245,015	12	11	11
97	Templeton,	–	–	–	–	–	76	75
98	Union (New Bedford, etc.),	4,202,903	207,203	163,729	969,911	160	101	90
99	Wakefield & Stoneham,	1,255,863	80,104	35,421	384,950	42	8	8
100	Warren, Brookfield & Spencer,	1,170,573	60,907	19,317	384,166	38	19	19
101	Webster & Dudley,	258,691	50,073	13,220	71,717	15	80	78
102	Wellesley & Boston,	1,135,613	134,871	26,845	251,813	24	15	15
103	West End (Boston, etc.),	–	–	–	–	–	7,920	6,952
104	West Roxbury & Roslindale,	1,579,052	108,668	29,529	383,884	57	19	19
105	Winnisimmet (Chelsea),	–	–	–	–	–	38	36

106	Woburn & Reading,	216,037	43,035	6,489	60,998	10	12	12
107	Woonsocket (of Rhode Island),	1,207,106	65,253	57,000	359,940	45	18	10
108	Worcester & Blackstone Valley,	332,472	47,092	9,808	135,227	24	16	16
109	Worcester & Clinton,	819,266	70,444	8,849	197,705	39	49	49
110	Worcester Consolidated,	12,193,002	232,080	359,910	2,356,649	400	6	3
111	Worcester & Marlborough,	1,205,415	69,436	9,220	319,993	40	90	78
112	Worcester & Shrewsbury R.R.,	–	–	–	–	–	6	6
113	Worcester & Shrewsbury St. Ry.,	–	–	–	–	–	6	6
114	Worcester & Suburban,	3,259,470	148,746	61,537	735,965	120	201	190
115	Woronoco (Westfield),	563,563	79,554	52,090	217,523	30	46	44
116	Worcester & Webster,	–	–	–	–	–	30	30
	Totals,	356,724,213	205,098	7,104,843	73,367,235	11,944[1]	13,945[1]	12,362[1]

[1] Not including the Braintree, the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, the Mansfield & Easton, the Mansfield & Norton, the Norton & Attleborough and the Rockland & Abington.

Tabulated Statements from Reports of Street Railway Companies — Continued.

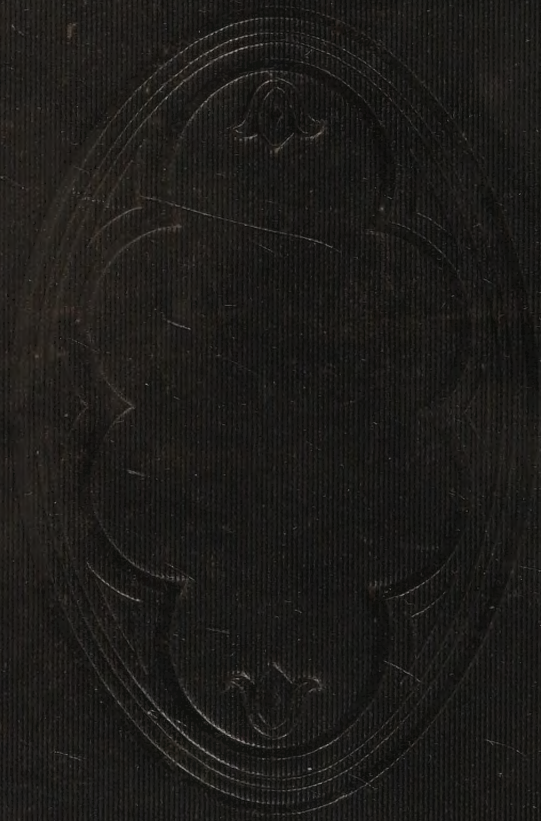
	RAILWAY COMPANIES.	ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1899.						
		99. — To Passengers.	**100.** — To Employees.	**101.** — To other Persons.	**102.** — Fatal.	**103.** — Not Fatal.	**104.** — Total.	**105.** — Total during Preceding Year.
1	Amesbury & Hampton,	–	–	–	–	–	–	–
2	Amherst & Sunderland,	–	–	–	–	–	–	1
3	Athol & Orange,	–	–	1	1	–	1	1
4	Beverly & Danvers,	–	–	–	–	–	–	–
5	Blue Hill (Canton, etc.),	–	–	–	–	–	–	–
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	1,044	19	485	13	1,535	1,548	1,489
8	Boston & Revere Electric,	–	–	–	–	–	–	–
9	Braintree,	4	–	1	–	5	5	10
10	Braintree & Weymouth,	5	–	1	–	6	6	3
11	Bridgewater, Whitman & Rockland,	6	1	8	–	15	15	4
12	Brockton,	16	2	6	–	24	24	27
13	Brockton, Bridgewater & Taunton,	7	1	6	–	14	14	5
14	Brockton & East Bridgewater,	1	–	–	–	1	1	7
15	Boston, Milton & Brockton,	5	1	–	–	6	6	–
16	Citizen's Electric (Newburyport, etc.),	2	–	3	–	5	5	–
17	Clinton & Hudson,	–	–	–	–	–	–	–
18	Commonwealth Avenue (Newton),	2	2	1	–	5	5	2
19	Conway Electric,	–	–	–	–	–	–	–
20	Cottage City,	–	–	–	–	–	–	–
21	Dartmouth & Westport,	13	–	13	1	25	26	11
22	Dighton, Somerset & Swansea,	5	–	1	1	5	6	6
23	East Middlesex (Malden, etc.),	–	–	–	–	–	–	–
24	Easton,	–	–	–	–	–	–	–
25	East Taunton,	–	–	–	–	–	–	–

26	East Wareham, Onset Bay & Ft. Ind.,	—	—	—	—	9	—	—	8	9	17
27	Fitchburg & Leominster,	—	—	—	—	—	1	—	—	—	—
28	Fitchburg & Suburban,	—	—	—	—	—	—	—	—	—	—
29	Framingham, Southboro' & Marlboro',	1	—	—	—	1	—	—	2	2	—
30	Framingham Union,	2	—	—	—	—	—	—	2	2	—
31	Gardner Electric,	1	1	—	—	—	—	—	2	2	4
32	Gardner, Westminster & Fitchburg,	1	—	—	—	—	—	—	1	1	—
33	Georgetown, Rowley & Ipswich,	—	—	—	—	—	—	—	—	—	—
34	Globe (Fall River),	13	1	—	—	7	2	—	19	21	20
35	Gloucester,	2	—	—	—	—	—	—	2	2	2
36	Gloucester, Essex & Beverly,	5	—	—	—	1	1	—	5	6	—
37	Gloucester & Rockport,	—	—	—	—	—	—	—	—	—	—
38	Grafton, Upton & Milford,	—	—	—	—	—	—	—	—	—	—
39	Greenfield & Turner's Falls,	12	4	—	—	1	—	—	17	17	1
40	Hanover,	1	—	—	—	—	—	—	1	1	5
41	Haverhill & Amesbury,	5	—	—	—	2	1	—	4	5	6
42	Haverhill, Georgetown & Danvers,	2	—	—	—	2	—	—	4	4	3
43	Hingham,	7	1	—	—	—	—	—	10	10	9
44	Holbrook & Weymouth,	—	—	—	—	—	—	—	—	—	—
45	Holyoke,	8	1	—	—	6	1	—	14	15	35
46	Hoosac Valley (North Adams, etc.),	13	2	—	—	4	—	—	10	19	10
47	Interstate Consolidated (of R. I.),	11	1	—	—	3	—	—	15	15	10
48	Leominster & Clinton,	3	—	—	—	3	1	—	5	6	4
49	Lexington & Boston,	—	—	—	—	—	—	—	—	—	—
50	Lowell, Lawrence & Haverhill,	60	—	—	—	13	1	—	72	73	84
51	Lowell & Suburban,	28	8	—	—	23	2	—	57	59	60
52	Lynn & Boston,	20	3	—	—	9	5	—	27	32	46
53	Mansfield & Easton,	1	—	—	—	—	—	—	1	1	—
54	Mansfield & Norton,	1	—	—	—	1	—	—	2	2	—
55	Marlborough,	1	—	—	—	2	—	—	3	3	8

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		99. — To Passengers.	**100.** — To Employees.	**101.** — To other Persons.	**102.** — Fatal.	**103.** — Not Fatal.	**104.** — Total.	**105.** — Total during Preceding Year.
56	Martha's Vineyard,	–	–	–	–	–	–	–
57	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
58	Milford, Holliston & Framingham,	5	2	7	–	14	14	9
59	Mt. Tom (Northampton),	–	–	–	–	–	–	–
60	Mystic Valley (Stoneham, etc.),	3	–	5	–	8	8	3
61	Natick & Cochituate,	1	–	2	–	3	3	–
62	Needham & Boston,	2	–	–	–	2	2	–
63	New Bedford, Middleboro' & Brockton,	2	–	1	1	2	3	–
64	Newton,	1	1	4	–	6	6	10
65	Newton & Boston,	7	–	1	1	7	8	4
66	Newtonville & Watertown,	–	–	–	–	–	–	–
67	Norfolk Central (Dedham, etc.),	9	–	–	–	9	9	6
68	Norfolk Southern (Dedham, etc.),	–	–	–	–	–	–	–
69	Norfolk Suburban (Hyde Park, etc.),	22	–	3	–	25	25	20
70	Norfolk Western (Dedham, etc.),	7	1	1	–	9	9	–
71	Northampton,	8	1	6	–	15	15	10
72	Northampton & Amherst,	–	–	–	–	–	–	–
73	North End (Worcester),	–	–	–	–	–	–	–
74	North Woburn,	6	–	1	–	7	7	11
75	Norton & Attleborough,	1	–	1	–	2	2	1
76	Norton & Taunton,	–	–	2	–	2	2	–
77	Palmer & Monson,	–	–	–	–	–	–	–
78	Pittsfield Electric,	1	–	1	–	2	2	3
79	Plum Island Electric (Newbury, etc.),	5	–	–	–	5	5	1
80	Plymouth & Kingston,	8	–	–	–	8	8	8

81	Plymouth & Sandwich,	.	.	.	–	–	–	–	–	–	–	–	–
82	Providence & Taunton,	.	.	.	6	–	3	2	7	7	9	7	7
83	Quincy & Boston,	.	.	.	17	–	5	–	22	22	22	19	19
84	Reading & Lowell,	.	.	.	2	–	–	–	2	2	2	5	5
85	Rockland & Abington,	.	.	.	18	1	2	–	21	21	21	10	10
86	Rockport,	.	.	.	–	–	3	–	3	3	3	–	–
87	Salem & Wakefield,	.	.	.	2	–	–	–	2	2	2	1	1
88	Shelburne Falls & Colrain,	.	.	.	–	–	1	–	1	1	1	1	1
89	Somerville,	.	.	.	–	–	–	–	–	–	–	–	–
90	Southbridge & Sturbridge,	.	.	.	–	–	–	–	–	–	–	–	–
91	South Middlesex (Natick, etc.),	.	.	.	4	–	5	1	4	4	4	5	5
92	South Shore & Boston (Hingham, etc.),				2	2	5	2	7	7	9	–	–
93	Springfield,	.	.	.	15	4	7	–	26	26	26	35	35
94	Stoughton & Randolph,	.	.	.	–	–	–	–	–	–	–	–	–
95	Taunton,	.	.	.	8	1	3	1	11	11	12	2	2
96	Taunton & Brockton,	.	.	.	3	–	2	–	5	5	5	3	3
97	Templeton,	.	.	.	–	–	–	–	–	–	–	–	–
98	Union (New Bedford, etc.),	.	.	.	9	1	17	–	27	27	27	24	24
99	Wakefield & Stoneham,	.	.	.	9	1	5	2	13	13	15	15	15
100	Warren, Brookfield & Spencer,	.	.	.	7	1	3	1	10	10	11	11	11
101	Webster & Dudley,	.	.	.	–	1	3	–	4	4	4	–	–
102	Wellesley & Boston,	.	.	.	3	–	–	–	3	3	3	–	–
103	West End (Boston, etc.),	.	.	.	–	–	–	–	–	–	–	–	–
104	West Roxbury & Roslindale,	.	.	.	6	–	6	–	12	12	12	14	14
105	Winnisimmet (Chelsea),	.	.	.	–	–	–	–	–	–	–	–	–
106	Woburn & Reading,	.	.	.	3	–	1	–	4	4	4	1	1
107	Woonsocket (of Rhode Island),	.	.	.	3	–	9	1	11	11	12	–	–
108	Worcester & Blackstone Valley,	.	.	.	2	–	1	–	3	3	3	–	–
109	Worcester & Clinton,	.	.	.	–	–	–	–	–	–	–	–	–
110	Worcester Consolidated,	.	.	.	70	3	68	1	140	140	141	48	48

Tabulated Statements from Reports of Street Railway Companies — Concluded.

	RAILWAY COMPANIES.	ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1899 — Concluded.						
		99. — To Passengers.	**100.** — To Employees.	**101.** — To other Persons.	**102.** — Fatal.	**103.** — Not Fatal.	**104.** — Total.	**105.** — Total during Preceding Year.
111	Worcester & Marlborough,	6	–	2	–	8	8	10
112	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
113	Worcester & Shrewsbury St. Ry.,	–	–	–	–	–	–	–
114	Worcester & Suburban,	21	4	5	5	25	30	18
115	Woronoco (Westfield),	4	–	1	–	5	5	1
116	Worcester & Webster,	–	–	–	–	–	–	–
	Totals,	1,616	72	800	48	2,440	2,488	2,213